

CYCLE NEWS

WEST

Volume X : Number 39 : October 9, 1973

50c



DuHamel Aces Ontario RR

P. 38

Trans-AMA Twin Bill : Bauer & Weil

P. 26 & 30

Fear and Loving : ISDT Impressions

P. 12

World Speedway Championship

P. 6

Newspaper

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SILVER MEDAL WINNERS:

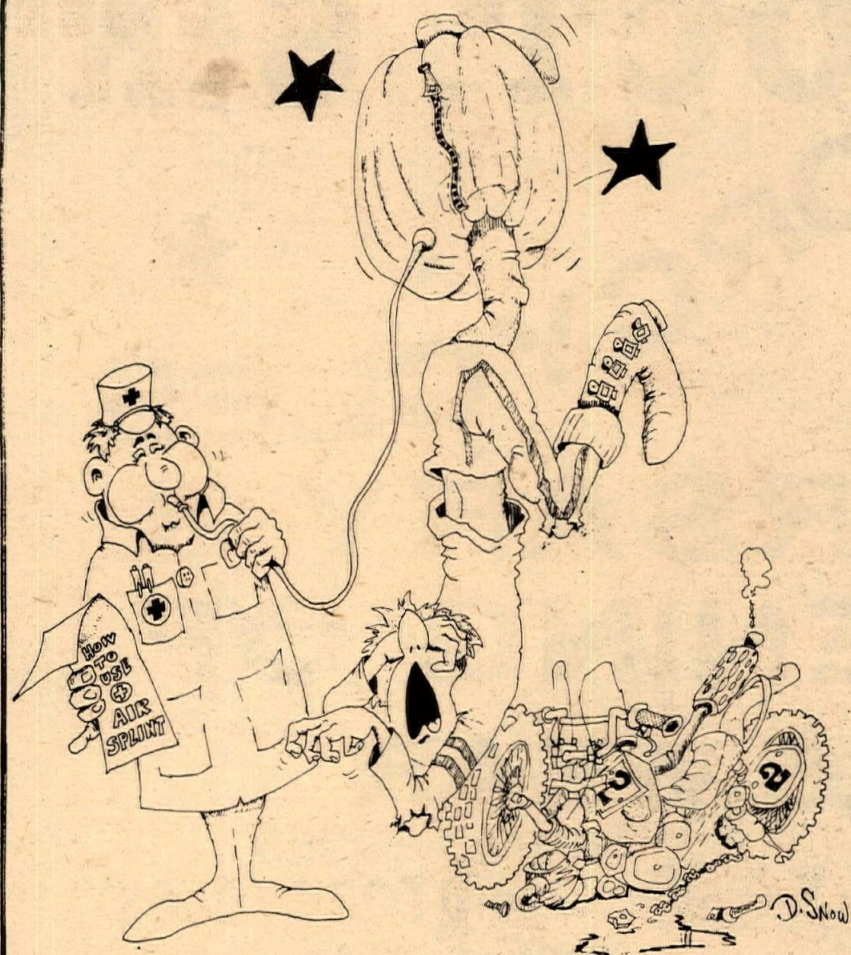
TOM PENTON — ULDERICO MANGILI — ROLF MUSCH — S. V. SLUIS — ALAIN CHALIGNE

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VOICES OF THE WEST

We Wanna Ride Free, In the Beautiful Mojave...

I am writing this letter in behalf of my family and myself in protest to what the BLM is doing to our (?) California Desert. We are all desert riders and we love and respect our (?) desert very much. First we get hit with the green Sticker ripoff, then my husband has to pay \$1 land use fee to race D-37 on public domain and now they're closing the desert, except for three places for competitive riding. If they do this, what's to keep them from taking the rest and making it off limits to ORVs? They took it from the Indians, now they want to take it from us. Now they're going to limit our courses. What is happening?

We are but one of the many, many families that ride together in the desert. This is our only source of family interest, in the desert and at home. It keeps our teenage children busy and occupied. We don't want cycle parks, we want to ride free in the beautiful Mojave. Dirt riders haven't ruined the desert any more than highways, construction companies, towns, etc.

Some people can't stand other people having a good time. A family that rides together, stays together.

MRS. BROWN
Fountain Valley, Calif.

The BLM lists 53 competition courses in their plan. It totally closes 1,069 square miles of the now open 25,000 square miles of desert, restricts use to either

approved routes, existing trails and roads, or designated trails and roads in another 22,131 square miles, and leaves 1,800 square miles of desert totally open. The 53 competition courses are 2,500 miles in total length, existing and designated roads and trails equal 12,000 miles in length, and include old race courses. Comments on the BLM plan and specific objections and remarks should be submitted to the BLM by October 16 at Box 723, Riverside, CA. 92502...Ed.

Roger Rooter

Do you know Roger DeCoster's home address? Roger is three time World 500cc Champion. If you have it, please give it to me. If not, it's alright, but do you know anybody who does have his address?

Roger is my favorite European motocrosser. I've seen him at the Phoenix 1972 Trans AMA. I heard that he is not coming here to the Trans AMA this year, and that was bad news. Is there any reason why he didn't want to come?

STEPHEN L. VALENTINE
1067 W. Miracle Mile No. 107
Tucson, AR. 85705

Roger came alright, probably to see his girl friend in Santa Barbara. What better reason could there be for coming?...Ed.

Nor Cal Old Timers Note

In the latest issue of Cycle News you had an article about the Olde Tymers Club of Northern California. Could you

please send me the address of this club?

I'm one of the old timers, still ride enduros and a few hare scrambles. I would like to join a group like this. If you don't have their address perhaps you could print this letter and they'll contact me.

PAUL O'DAFFER
D-36 No. 31L
5462 Laura Dr.
San Jose, CA. 95124

Letters We Never Asked For

Have you ever wondered why mushrooms and owls are so popular today?

SPENCER K. SOKALE
President
Fungus and Birds Division
Hamilton Gifts Corp.

No...Ed.

More Cat, or Less

I have 1½ more months of subscription left and I want to see Motocross Cat in all of them or I refuse to subscribe again.

ROBERT BAKER
Huntington Beach, Calif.

Just 30 Minutes...

I finally fully realize what Russ Sanford is up against in Sacramento, trying to get legislation through to help us desert riders. Ever since that unbelievable map came out showing just what the BLM has planned for the desert, I have been trying frantically to drum up enthusiasm among fellow desert lovers to take just 30 minutes away from the TV one evening to write to the eight people suggested by Mr. Sanford, concerning their feelings about the proposed map.

Everyone I've talked to is very much up-in-arms over the situation also, but I get the very distinct feeling that most of them will find that they just don't have the time to write, or they will forget about it until it is too late because they just don't believe that anyone will actually take the desert away from them in the first place!

I don't think that petitions are going to get the job done, nor are mimeographed letters. What is needed are THOUSANDS of individual letters, only just a few sentences long, bombarding the BLM people and our elected federal officials. Maybe then for once, the pen WILL prove to be mightier than the sword.

Maybe you, dear Editor, will be kind of enough to print those eight addresses again for those who missed them the first time.

We of the Invaders M.C. ARE going to do just that! Thanks for the space to express myself on this matter. Hopefully it may get at least ten more people interested enough to each interest an additional ten people, etc., and maybe, just maybe, for once the gigantic sleeping giant, otherwise known as the desert enthusiasts and racers, will awaken and bellow so loudly that the BLM and the government will have to listen.

JOYCE MAY
Barstow, Calif.

Early interpretations of the plan may turn out to be invalid or alarmist, but it is imperative that every concerned rider get his or her views to their government reps. The list follows...Ed.

Mr. Neil Pfulb
Calif. Desert Plan Program
P.O. Box 723
Riverside, CA 92502

Director J.R. Penny
Calif. State Office, BLM
2800 Cottage Way
Sacramento, CA 95925

Mr. Curtis Berklund
Director, Bureau of Land Mgt., USDI
Washington, D.C.

Senator Alan Cranston
Senate Office Building
Washington, D.C. 20510

Senator John Tunney
Senate Office Building
Washington, D.C. 20510

Rogers C. B. Morton, Secretary
Department of the Interior
Washington, D.C.

President Richard Nixon
White House
1600 Pennsylvania Ave.
Washington, D.C.

Your congressman
U.S. House of Representatives
Washington, D.C. 20515

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INSIDE

Speedway 6
What do Costa Mesa and Poland have in common?

Political 8, 34
Saving you from Big Brother Dept.

Local 10, 32
Where the best in the world play

Ascot 11
Keeter caught 'er

ISDT In Retrospect 12
Commies in America's heartland

Technical 15
How to make it faster and how not to assemble it

Enduro 16
Packs a lot for a little guy

Trans-AMAs 26, 30
This week they had two

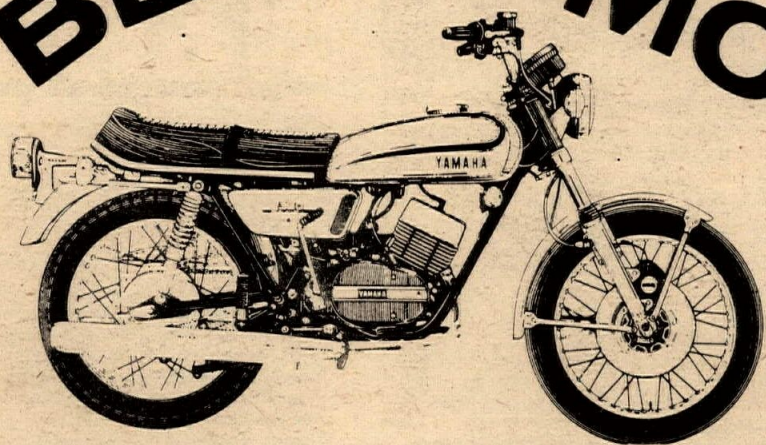
Desert 36
National 30
It even sounds Canadian

Results 43
Calendar 47
A time and place for everything

COVER: A Snafu. A picture that was to run with a test that we haven't done yet. But it was a nice colorful picture and since this was our color issue we decided to run it. Nice colorful picture by Tom Culp. Stay tuned to this newspaper for a test of the Yamaha 250 Enduro.

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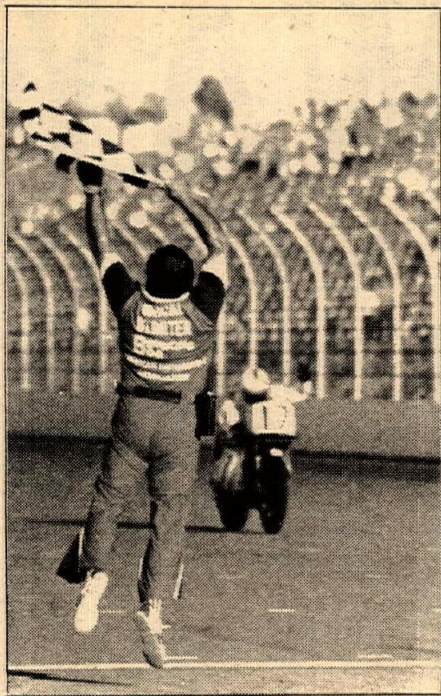
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DuHamel won Ontario.

THE LATEST POOP

BY PAPA WEALEY



Gary Nixon was second.

Saddleback Park is having a rash of bike thefts. Keep an eye on your belongings, keep your truck locked, and if you catch those SOB's...

While the rumors favor a Honda two stroke road racer, there's also one that says that Honda has a six cylinder 750 four stroke in the fire.

Triumph was able to overcome chain problems encountered in ISDT because of the Berkshire mud with a case hardened sprocket and a Dense Lube chain.

Rokon surprised the hordes of skeptics by doing very well in the ISDT. The only problem that the belt drives had was a bit of slip in the wet, but even that seemed to work out alright. They finished all six days.

Kawasaki, too, shocked some people with their U.S. R&D developed entry. "But," they said, "wait until next year."

Montesa is following their superb 250 VR with a 125 VR.

The British John Player Nortons, from England, surprised a lot of people by using American Goodyear tires instead of British Dunlops. Dave Aldana had one of the monocoques to ride, but both he and Peter Williams were sidelined with leaks; David's leaked oil, Peter's leaked gas.

In addition to their 750 six, Benelli has developed a 500 four. They will probably be exporting both next year.

The French Bol d'Or 24 hour road race was won by a Japuto Honda 750 based 950 which in winning beat several factory efforts. Kawasakis filled the next six spots except for third which was a new BMW 900.

Terry Lee and the Desert Turtles are sponsoring a protest rally at the BLM Riverside, CA., office October 13, at 1 p.m. The local TV boys may be there, too, we hear.

Assemblyman Edwin L. Z'berg, the California paragon of virtue dedicated to saving all mankind from the evils of motorcycling, will be tried November 2 on charges of drunken driving. He has been convicted of drunk driving once already in an unrelated incident.

With this year's road racing season barely over, there is a great deal of talk about who will ride what next year. Gary Fisher and Paul Smart have been linked to Honda. Many riders, in fact most of the good road racers, are either negotiating with Yamaha or are buying Yamaha 700's. Some riders are buying the bikes just for insurance since they can always sell them if a bucks-up factory ride comes along.



Something is wrong here.

FORD HAS A BETTER IDEA. If you are upset about the portrayal of dirt riders on last week's "Mannix", get 'em where it hurts, right in the sponsor. Write Ford Motor Co., American Road, Dearborn, Michigan.

We understand that the "Billy the Kid" 100 mile enduro held in New Mexico was not an event for the wife and kids. Even the six riders (out of 400 starters) who did manage to start the second loop will admit that it was difficult.

Al Hendrix high pointed the Sandy Lane National Enduro in New Jersey Sunday. Hendrix, aboard a XL 350 Honda, turned in a score of 998. High point "A" rider was Husky mounted Norm Ford. Mike Lorsen topped the

"B" riders with a 997. Lorsen rode a 175 Penton. Over 400 entries started what was described as easy run by the 330 finishers.

Then there was our new staffer who always wanted to be a motocrosser but didn't go to his first race because his alarm clock dropped a cam chain or something.

Last week we said that Bob Vineyard organized much of the successful resistance to the Burbank City Council's plan for a mandatory helmet law in that city. This week Bob called us up and said that it was really Bill, of Bill's Do It Yourself Motorcycle Shop, on Victory Boulevard in Glendale. We don't know your last name, Bill, but thanks anyway.

In a cost cutting move, the AMA has had to let another seven people go. Among them are Art Barda, Guy Outland and Jim Sweeden.

All you folks who don't want to see another good MX track go down the tube better get on out to Bay Mare. (See story, page 16.)

The individual medalists in the ISDT are listed on page 46.

Prominent Junior road racer, John Long was seriously injured and his brother was killed while they were travelling to Ontario, when their van, driven by his brother, was involved in an accident.

Doug Grant the motocrosser and his mechanic were also involved in a crash while traveling between the Philadelphia and Copetown Trans-Ams last weekend. Grant's mechanic, known to us only as Butch, was killed and Grant was seriously injured.

THE FOUR ACES GP has been moved to Muntz Park, this coming weekend, October 6 and 7. It was originally planned for Soledad Sands but the citizens of Acton, who have had trouble with one percenters and have difficulty in determining that there is more than one kind of biker, decided that they didn't want a bunch of rowdies out there.

Triumph motorcycles is going to consolidate their U.S. offices in California, although an East Coast warehouse will be maintained in Baltimore.

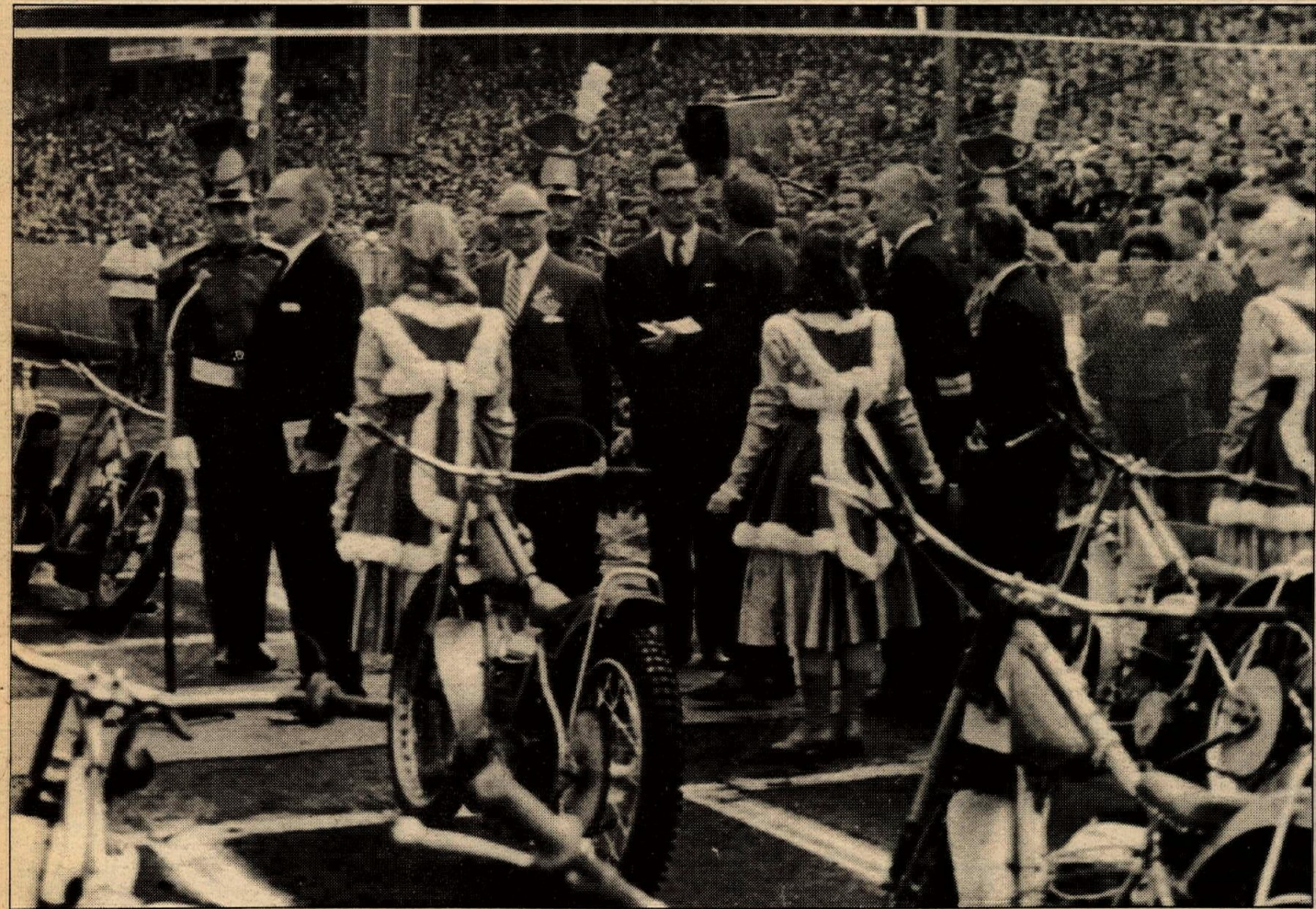
Surveys indicate that the overwhelming majority of politically active Associate Editors do not make acceptable motocrossers on their first try. They don't bounce well, either.

Look for an upcoming comparison taste of the hot dogs and hamburgers of SoCal's various racetrack concessions.

Our hat's off to the weatherman who arranged for decent (by local standards) weather for Ontario last weekend.

"Number One", a half-hour television film about Mark Brelsford, will be released this month. Co-sponsored by Pennzoil Corporation and Champion Spark Plug Company, the film was written and narrated by Brock Yates, one of America's foremost motorsports journalists. It follows Brelsford's racing activities during the early part of the 1973 season up to his fiery crash at Daytona, that sidelined Brelsford for the season, but did not deter his motivation or determination to return to the pinnacle of success he achieved in 1972. The film highlights the strenuous conditioning program Brelsford undertakes in his come-back effort.

WORLD SPEEDWAY



They sure wear some strange things to ride speedway in Poland.

By Peter White

Jerzy Szczakiel, 24, of Poland became the first rider from behind the Iron Curtain to win the Speedway Championship of the

World at the Slaski stadium in Chorzow, Poland on Sunday, September 2.

Szczakiel, a rank outsider, caused a boilover when he lifted the crown from defending champion, Ivan Mauger (New Zealand), in a fiercely controversial run-off. Both riders scored 13 points and in the two man decider, Mauger fell heavily when attempting an inside pass. As he crashed so did his world title and the hopes of the western world.

Third with 12 points was bright new Polish wonder-boy and the rider tipped as most likely to succeed — apart from Mauger: 20-year-old Zenon Plech.

In a sensational World Championship Final, only the second ever to be held behind the Iron Curtain, speedway history was set on two counts. Poland wrote her first-ever Champion into the sport's record books...and he (Szczakiel) did it without first spending a season in the tough competition of the British League.

The latter fact is a blow for the self-opinionated British who consider their particular sphere of the international speedway scene as the beginning and end of the sport.

The only blight on this gathering of the world's dirt track supremos was the absence of super-star, Barry Briggs, and any American riders. All were denied the opportunity of qualifying.

But for the Poles — riders, officials and spectators — the meeting saw a dream come true. For a decade the country has worked towards this end and at long last Poland and the Iron Curtain combined have produced a World Champion. How worthy a World Champion he will be, remains to be seen.

There are problems. It is possible he will appear seldom outside the Socialist

bloc. It is almost certain he will not be allowed to compete in the British League — where the public (some million odd fans weekly) are accustomed to the regular appearance of the World Champion.

However, there is a glimmer of hope. Australian speedway authorities have made overtures to the Poles to have Szczakiel included in a three-man squad to tour Down Under in November. And initial reaction has been encouraging. Apparently the Polish Motor Federation *does* recognize the opportunity to spread their cause through their new Champion. But whether the boy actually gets out of the country is another thing.

Szczakiel won on home territory after a fair amount of practice on this particular track. He took advantage of several diabolical refereeing decisions and routed even the mighty Mauger to win the biggest meeting of his relatively short career. But as English rider Ray Wilson said afterwards: "He was the bloke who did it all on the day and you cannot take that away from him".

Szczakiel, a bachelor at 24, intends to marry soon. And then, instead of the usual round of glamour engagements that accompany a win in the sport's premier event, he will help his club Kolejarz Opole fight to avoid relegation to the Polish second division. Just now, however, Szczakiel is torn between celebrating his triumph and privately mourning the death of his mother, who was ill and passed away only a month earlier while he was riding for his country in the World League in Great Britain.

A little of the World Champion's background: He has made only one other World Final appearance — at

Gothenburg, Sweden in 1971 when he scraped around the fence all night and failed to score a solitary point. What a hell of a difference! From ignominy to World Champion!

That Swedish final taught him a vital lesson though, and one which was instrumental in making him World Champion. That is, in company such as this a rider cannot afford to move too far off the inside groove. World super-stars are capable of cutting back in a flash...as Mauger tried to do in the run-off. But Szczakiel was there...right on the job. He shut the gate on Ivan; the Kiwi picked up the Pole's back wheel and in a split-second the defending Champ was on the track, wrong side up. Mauger was lucky to escape injury as he fell on the right-hand side of the bike in

Old Olsen: perhaps the best.



the fashion which usually earns speedway riders a broken collarbone.

Mauger...dejected and disconsolate at losing his title...can now only await next year — and dwell on what might have been. At least he had the satisfaction of knowing he was the only rider on parade who was capable of coming from the back on this ultra-slick Polish track.

That Szczakiel won the world title was the shock of the year. He was a rank outsider, lucky to even get a start in the meeting. He didn't begin riding until 1968 — the year of Mauger's first World Championship success after some 15 years apprenticeship racing in all countries of the world. He soon rose to prominence in Polish speedway circles but even then he was not considered one of their most likely riders. For this year's world final he was lucky to get seeded in the fifth and final spot after a somewhat quiet year in Polish league racing.

Much more favoured was the younger Zenon Plech, who is tipped to give the title a big shake in Sweden next year. Plech, who finished third, is being groomed as a World Champion. And he is really Poland's most talented rider.

Crazy Refereeing Decisions

Riding aspects apart, the most outstanding feature of the meeting was some absurd refereeing by West German official, Georg Transpurger. The starts were diabolical, with riders breaking the tapes on many occasions without suffering exclusions and then others, particularly the Poles, gaining flyers at the tapes.

Szczakiel defeated Mauger when they clashed during the meeting by getting a five-yard roller in heat eight. Mauger was the only visiting rider to master the controversial conditions and so it was he versus East Europe.

Dane, Ole Olsen, rode well without ever looking like winning. But poor Ole, possibly the best rider in the world today despite this demise to fourth place overall, was still suffering considerably from that injured shoulder which has plagued him for so many weeks.

How they scored:

Jerzy Szczakiel	Poland	3	3	3	2	2	13
Ivan Mauger	N.Z.	3	1	3	3	3	13
Zenon Plech	Poland	2	3	2	3	2	12
Ole Olsen	Denmark	1	2	3	2	3	11
Grigory Chlilovskiy	USSR	2	3	2	3	ex10	
Vladimir Paznikov	USSR	3	1	2	1	1	8
Pawel Waloszek	Poland	1	2	1	1	3	8
Valeri Gorddev	USSR	2	0	1	3	1	7
Jan Mucha	Poland	1	1	1	2	2	7
Anders Michanek	Sweden	0	3	ex1	2	6	
Edward Jancarz	Poland	3	1	0	2	0	6
Peter Collins	England	1	0	2	0	3	6
John Boulger	Aust.	2	2	1	0	1	6
Ray Wilson	England	f	2	3	0	f	5
Vladimir Zapletchny	USSR	0	0	0	1	1	2
Bernt Persson	Sweden	f	0	r	n	s	0

Mauger just missed.



SPEEDWAY WEEK



Steve Bast, lady, Mike Bast and Bill Cody at Ventura.

Story & Photos by Dennis Greene

Ventura, Sept. 25

Two down and one to go for Mike Bast. Tuesday night the Ventura season came to an end for 1973 with all the color and pageantry of

name of the event was changed. He had a perfect score of 15 points and was only challenged once all night for the title and that of course was by his brother Steve in event 17.

There was a new rule put into play that night that works like this: If a rider is found to be the primary reason for the restart of a race, he will not be sent back to the pits, but be put back 10 yards as a penalty. The old rule would have kept the rider out of the lineup

a title event. It was just that, the Ventura Track Championship. Mike Bast has already won the California state title and now the Ventura track title which leaves him only the big one, the title of U.S. Speedway Champion.

The last race of the 1972 season was held at Ventura on December 10th, at which time Mike won the title of Pacific West Coast Champion. He was the defending title holder going into last Tuesday nights event even though the



Steve Gresham plows Costa Mesa as Woods gets by.

gets into and loses his bike. I will be the first to admit that he keeps the fans well entertained and 50% of the time he keeps the bike under control, but he has been getting off regularly and on several occasions has hit other riders, and to my knowledge he has never been charged with foul and dangerous riding as so many others were last year.

As I reported to you last week there are several riders who will carry a lot of weight into the finals and will make the difference in total points that night. I used Mike Curoso as an example of a rider who can keep his cool and get in there for the win and the points. Tuesday night he did just that, making Steve Bast work hard for the win. Curoso ended up fourth for the night with a score of 10 points. Bill Cody was one point better with 11 for the third spot and Steve lost one point again to brother Mike to end up in second place.

Looking back at the '73 season at Ventura it is easy to see why Mike won the title. During the year at this track there were 18 nights of racing, and two of the nights were all scratch events. First was the qualifying round in which Mike got a perfect score then this past Tuesday night for the title of Ventura Champion. This means there are nights of regular racing and Mike did not miss one night at Ventura all season. He was in at least one main event every night.

With Mike's record he has got to go into the finals with the biggest chance of coming out on top than any other rider has had in the recent history of the sport. One other point that Mike has in his favor is that he was last year's speedway champion, and knows what he must do to outsize his brother. Steve is also a one time winner of the top title and then there is the current champ, Rick Woods, the man who both Mike and Steve have lost their titles to in past years. The champs in the past: 1969-Rick Woods, 1970-Steve Bast, 1971-Rick Woods, 1972-Mike Bast and in 1973-Rick Woods.

I still go with Steve Bast to become the new speedway champ in 1974 making him a two time winner of the title Mr. Speedway, the U.S. Speedway champion.

I do not think there will be a perfect score that night because there are just too many other riders like Bill Cody, Sonny Nutter, Dan Becker, Mike Curoso and Jeff Sexton and one or two others that have from time to time just plain run away with a race against the top three.

Irwindale, Sept. 23

With only five more Thursday nights to go at Irwindale the action is better than ever. The race track was fast and smooth and made for some of the best racing all year at Irwindale.

Once again the promoter gave the chance to ride in first division to a dozen hopefuls by adding two more handicap heat races to the show. The races are run the same as before, with the three top finishers going into the Semi-finals, but this is where the big changes take place. There are three semi events and only the first two in the

and this has been a sore spot with the fans all year. They pay to see their favorites; not to see them be sent to the pits when there is a crash and they are found to be at fault.

The only rider who fell victim to the new rule was Dan Becker, after one of the all-too-common wheel stands that he races go onto the main event. The third and fourth placed riders go in the consolation event with fifth and sixth placed racers loading it up for the night.

Steve Bast was the only rider from the 60-yard line to earn a transfer to the main event. Rick Woods and Mike Bast both missed their chances back in the heat races. Dan Becker, coming off the fifty yard line, did not make it to the mains because he crashed again. We have to look all the way to the thirty yard line before we find the next rider to earn a transfer spot to a semi.

Dan Becker kept it under control in the scratch main event, winning his fourth main in the last five starts at Irwindale. Dan missed in the main last week running second to Rick Woods. Dan is one more rider you must take into consideration in the upcoming speedway finals.

Larry Moon won his first main event of the year at Irwindale in the Handicap main event, outriding a field of peers including Jim Gresham, Steve Bast, Scott Savage and Jeff Sexton. Larry has constantly gotten into the feature races and has come in second 5 times, third 4 times, fourth 4 times, fifth twice and sixth once. He was well overdue for a win.

Dean York signed in as a reserve rider and got his chance to ride in the second division, going on to the win.

Costa Mesa, Sept. 28

The third round of qualifying for the U.S. speedway finals will be held this Friday night at Costa Mesa. This will be a do or die effort for at least eight of the top 32 riders who have already ridden in one other qualifying round. Only the top 16 riders in the country will earn a spot for the title shot and this Friday night will start the painful joy of eliminating one half of the field.

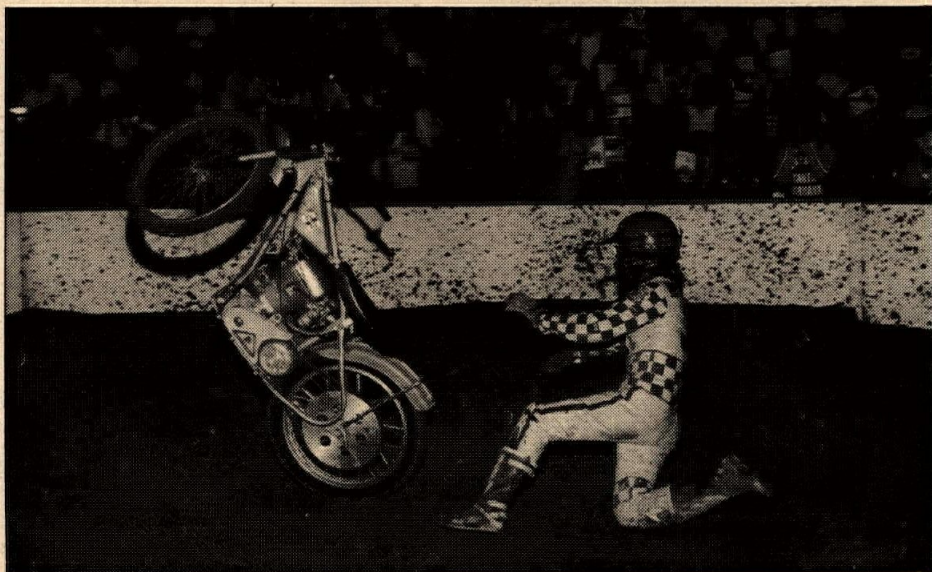
This past Friday night saw many upsets all night with none of the back yardage riders getting through to earn a transfer spot for the handicap main. As the season slides to a close everyone is looking so good and riding so well that the back yardage markers just can't close up the gap to win.

Bill Mesiter is a prime example of this. He got out in front at the start of the main and swept the field for five laps to win the handicap main for the second time at Costa Mesa.

Mike Bast added one more to his incredible string of Scratch main event wins giving him a total of 32 victories, more than twice as many as any other rider this year.

The scratch main event was a classic race with Rick Woods, the Bast brothers and Big Mike Konle. All four laps were so close that you could have dropped a hula hoop over them. Rick got the lead only to have Steve move him out letting his brother take the advantage and the lead for the win.

Sumner McKnight and bike show good form in parting.





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The Feds and dirt riding: You haven't seen anything yet

Part two

By John D. Ulrich

Ray M. Housley, Jr. is the Associate Deputy Chief of the Forest Service. In that capacity, he is directly involved in the

making of Forest Service policy on the Federal level. Many ORV enthusiasts feel that government agencies with public comment programs actually are set in their course before public comment is made, and just encourage the public comments to pacify the masses. I asked Housley, at the Forest Service offices in Washington, just how much affect public comment actually had on Forest Service policy determination. "It plays an important part. We do not so much count votes, or the volume, as we do the substance. If people make constructive, valid points, we give these points a good deal of weight. This is an important part of the decision making process, increasingly so. We progressively receive public input, sometimes from the very formalized means of legal process, when we publish proposals, call for comment, and evaluate those comments, and sometimes on the local level, in the course of formulating policy. I'm sure your readers will be seeing this when we implement our (EO 11644) regulations. Each National Forest will determine which areas will be open and under what circumstances of off-road travel. Informal kinds of public involvement meetings on local levels, the National Forest level, will be held. People can come in and give their views, in a dialog process. We seek public involvement, and we consider it pretty heavily."

One thing that disturbs many ORV representatives is the seemingly failure of some government agencies involved in ORV regulation to realize and recognize the extreme diversity and specialization among ORV enthusiast groups. For example, a research group may go out into an ORV use area consisting of both sand dunes and rocky desert terrain in close proximity. This research team may approach a sand dragster fan and ask him if he objects to the closure of a part of the rocky terrain section of the area. The man they are talking to, who has a heavy investment in machine usable only on sand dunes, might well say "no", in the hopes that they will leave him and his dunes alone. The research group then may go back to its headquarters and state, in all sincerity, that ORV enthusiasts surveyed did not object to closure of part of the area. However, trail riders and enduro fans using the rocky terrain part of the area might, obviously, view the whole situation differently. I asked Housley how the Forest Service sought to avoid this problem in administering the type of lands they dealt with.

"I would have to admit that we have some things to learn about this specialized sport. We can't be expert in all things, but we are interested. We have had some opportunity, and have perhaps made some progress, because the Forest Service is a user of several types of off-road equipment. For travel in some areas we do use ORVs, and in fact, we've developed some in San Dimas, California. We have some

awareness of the field, but I wouldn't personally claim to be an expert and knowledgeable on all the specialized types. We are aware of the need to consider these, but that doesn't mean we are going to be able to accommodate every kind of machine in every place. But we do have some things to learn and are receptive to being instructed."

Would Housley like a subscription to Cycle News to help fill the gaps in their experience with ORVs? "It would sure be nice to have one coming into the office," he replied. "It would be helpful for us to have access to a good source of information here."

Is the Forest Service more interested in helping Americans utilize their public lands without destroying them or in hampering use of public lands by certain segments of the population? "Our recreation program in the National Forests is aimed at providing a wide spectrum of recreation opportunities all the way from a wilderness type of experience which depends on totally undeveloped country with a primitive means of travel and living, all the way down to highly developed activities such as you might find at a resort, or a campground, or anything in between. We see a place within this spectrum of recreation opportunities for off-road vehicles, and lots of other things. We have been directed to provide places for off-road vehicles (by EO 11644). In doing this, we have to be certain to avoid conflicts between kinds of recreation users. Not all kinds of recreational activities can take place at all locations. We have to avoid conflicts in usage and area. Another thing we have to watch for in providing this spectrum of recreational opportunity, including off-road vehicle use, we cannot allow use in circumstances that would depreciate the basic resource, such as vegetation and soil. These are the things we're looking at, avoidance of conflict between users, and depreciation of basic resource values.

"We consider the latter very, very seriously," continued Housley, "because we are dealing in many cases with soils and vegetation mantles in rather delicate ecological situations, where damage takes an awful long time to repair, in geologic time. We have to be awful careful, and this results in some of the conservatism that you see in our application of some of the requirements for determining land use."

When talking about resource degradation, I asked, was Housley talking about "degree" of degradation, or just degradation? It seemed impossible that any entrance of man would not result in some degradation. "There's a need to manage horse and pedestrian use as well as ORVs," Housley said. "Technically, any activity of man, even the most careful, gentle kind, will have some impact. The question is, how much can we tolerate, and still maintain an acceptable resource condition."

In the recreational field, the Forest Service is very much conservation oriented. They are never going to just let people jump on their motorcycles and decide for themselves where they are going to ride in areas under Forest Service jurisdiction. Their "basic resource consciousness" is probably always going to be the primary consideration in any land use decision they make pertaining to recreation (mining and lumber interests have a way around such concerns, called big bucks in Washington). Perhaps this is not a bad idea, and perhaps their concern that they must have this orientation to ensure future generations can walk or ride among forests is justified. What remains to be seen is how the Forest Service, and each National Forest, reaches the balance point between preservation of basic resource values and providing a full spectrum of recreational opportunities, including ORV use. More important still, what kind of balance point between what they want, and what the people want, will they come up with for specific areas? What effect will public participation actually have on the Forest Service program? Could it be that what the people want is the same as what the Forest Service wants for a given area?

We don't have the answers yet, but because of those questions, the Forest Service moves to implement EO 11644, while they may not affect as many bikers as the BLM activities, may well prove to make up the most interesting arena in the politics of motorcycling circus in the next few years.

Next week: The BLM and EO 11644.

To BLM Or not To BLM

By Larry Langley

When the proposed desert plan hit a few weeks ago it caused an immediate uproar. Checking further into the plan I discovered there were some errors and misunderstandings about the plan which I felt needed clarifying. So I traveled to the Riverside BLM and interviewed Bill Templeton, Range Conservationist of the Desert Plan, and Wes Chambers, Assistant Director of the Desert Plan, (subbing for Director Neil Pfulb, who is on vacation.)

CN: I understand there were some errors on the proposed plan map. What were they?

BLM: The biggest error was that some of the competition areas were left off the map. Areas not marked for competition which should have been are area 28, Stoddard Valley area; area 29, Melville Lake; area 41, Palen-Ford Dry Lake area; area 47, Shavers Valley; area 53, San Felipe Hills; area 54, Superstition Hills; and area 62, Pinto Wash. The last three areas, 53, 54 and 62 were marked special design but we want to work competition events into these areas. These were the major errors in the original draft.

CN: There was quite a bit of confusion on the Statistical Summary which appeared on the map. For example, you proposed four enduro courses with 400 miles of course. Could you explain what this means?

BLM: This 400 miles and four enduro courses does not mean only four enduros will be run. It means there are approximately 400 miles of trail devoted *exclusively* to enduro trails with no other type of event also running on the same trails. There will be many more than four enduros run, as many of the enduro courses also take in hare and hound trails and vice versa.

CN: Will competition events be allowed in just the competition areas or will

they be allowed to branch out into other areas?

BLM: As the plan is written now, competition events would only be allowed in those areas marked as competition areas on the map. Actually, we are cutting out very few areas which historically were being used for competition.

CN: Do you agree that an enduro course is much less damaging to the terrain than say a hare and hound?

BLM: Oh yes, definitely.

CN: Then why can't an enduro be allowed out onto the existing trails and roads outside of a competition area if the course sticks to the existing roads and trails?

BLM: This has been called to our attention and there's been some discussion on it in house. It has been pointed out to us at the open houses all the way through that the enduro is a different kind of race. Perhaps there should be something considered in that line of thought.

CN: What about the cross country runs such as Barstow to Vegas, Check Chase, Greenhorn Enduro, and the Lame Dog Enduro which can't be handled within a competition area?

BLM: We've decided we are going to handle these events under a special category because they are too large to fit into a normal competition area. They will probably be allowed to go into other areas under special permit. Of course this is still a draft plan and no final decision has been made yet but we want to accommodate them. Incidentally, not all the long range events appeared on the draft map. Dotted lines do not mean these must be the cross country courses. The actual courses will be worked out with the clubs.

CN: How is the BLM going to react to the mail coming in concerning the proposal? Are you going to actually listen to the people and perhaps change the proposal if the letters make sense? I read in a national magazine that a top BLM official stated that he didn't think the plan would change because so much planning had gone into proposal beforehand. Is the proposed plan cut and dried or is there chance for change?

BLM: I'm sure there will be changes. The comments we have been getting, those that have been specific, that recommend a change in the alignment of an area, making it smaller or bigger, recommendations that we change in the classification of an area, backed up by facts, are really helpful to us. We are going to listen to the public. The thing we don't care for is the "Dear Idiot", name-calling letters. They are useless in helping us determine the outcome of the program. One of the best letters we have received so far was from the Spokebenders Motorcycle Club. It was concise, full of facts, and information and impressed us very much.

CN: Can you give me an example of where BLM has listened to the public and modified a proposal?

BLM: Well, not really running into anything of this nature before, the best example I can think of is the Amargosa Canyon area. We were originally proposing to close off the entire area as suggested by a conservation committee some time ago. The rock hounds came to us and took us out there to look around. We finally came up with a compromise which proposed some of the area being closed, some being open, and some being special design.

There is also an example way back when the ORV furor first started when the counties started passing laws forcing ORVs off private land without written permission. In response to the realization that there was a need for a place for off road recreation, BLM started the forerunner of this proposed plan by going into areas and trying to reconcile the differences so we could accommodate use by off road vehicles. This was in response to public pressure for ORV land use.

CN: When writing to you requesting a change in the plan, what should the readers of Cycle News do to effectively communicate their desires?

BLM: There is going to be a plan and therefore any changes will be made to the specifics of the plan. Those people should address themselves to the specifics, bring our attention to things we have overlooked, opportunities for solving overlapping uses. For example, if

a family enjoys an area they have been using, and we didn't realize they were using and enjoying it, we want to know about it so we can compare it to the resources that have been considered such as, vegetation, archeology, etc., so we possibly mitigate and make a change. It's attention to detail such as this which will help us finalize the plan.

The specifics are what's important now. The more information we have the better we will be able to plan. People call in and tell us they want to write a letter but not if BLM isn't going to listen. We talk to them and find out their point or place of interest and encourage them to put it into writing and send it in because we will listen. We are looking for quality input.

CN: What is the cutoff date for the drafting of the final plan?

BLM: Our schedule calls for the cutoff to be October 15. We're not waiting for the 15th to start evaluating the letters, we are doing that now as they come in. We are trying to classify the letters by area and type so we can get an idea of what the "hot" areas are going to be. After the 15th we will make a final decision which will be a staff recommendation to Neil Pfulb and the district managers, who will in turn make a plan recommendation to Russell Penney, the State BLM Director.

CN: I have heard that the \$1.00 per rider fee being assessed by BLM is being held in trust and the BLM is trying to get permission to use the money to provide sanitation facilities at races and to haul away trash at the races. I have also heard the common rumor that BLM would like to use the money to hire more desert rangers to police us. Which rumor is true?

BLM: We would very much like to return the money collected in the form of providing portable toilets and such but this is something that should be discussed by the district manager.

Summing Up

Time is running out. You must write now or forever hold your peace. BLM wants letters with information not name-calling. I would recommend that you write and:

1. Ask that BLM include plans for long distance events such as Barstow to Vegas, Check Chase, Greenhorn, Lame Dog.

2. Ask for more open competition areas.

3. Ask that the use of existing trails or roads for competition events be allowed. Be specific, be reasonable, and tell them Cycle News sent you.

Ingalls Hates You

Newly elected California Assemblyman Ingalls, whose district lies in Riverside County, has attacked Californians who use vehicles in their recreational pursuits. "If I had my way, all the people that own dune buggies and motorbikes and speed boats and campers and motor homes would have their gasoline rations taken away from them. They would never be able to buy another drop of gasoline and those vehicles would stay out of Riverside County," bellowed the Assemblyman.

"That's no way to occupy their time," he continued, "with them messing up the countryside and having them muck up the Colorado River and all of Riverside County and destroy the Desert in the process. That is no way to make them respect nature. We send children...out into the countryside...to make them respect nature...not to have them muck around in these motor bikes, motor homes."

Ingalls made his remarks at an Assembly Committee on Transporations meeting in Los Angeles last May.

NBC Films Mini MX National

WESTERVILLE, OHIO
The Mid-Ohio Motocross Minicycle National, run on August 25-26 at Mid-Ohio Motocross Park in Lexington, Ohio, was filmed for future showing on NBC's new youth program, GO SHOW. The nationally syndicated Saturday morning children's program will air the mini motocross October 20, 1973 at 12:30 p.m. (EST).



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MIKE HARTWIG FIRST AMERICAN/THIRD OVERALL

Team Husqvarna rider Mike Hartwig outclassed his fellow Americans to grab third overall in the Trans-AMA opener. Mike also asks for Pennzoil 2-Stroke Motorcycle Oil. Its exclusive formula assures clean burning and instant throttle response at any rpm. Take a tip from these winners, discover the finest engine protection available...ask your dealer for Pennzoil.

250 SUPPORT CLASS

TOM RAPP WINNER

Tom Rapp wheeled his Bultaco into the Support winners' circle with top honors at the Trans-AMA opener. The winning oil...Pennzoil 2-Stroke Motorcycle Oil. Tom has joined the mushrooming list of Pennzoil users who have discovered an oil that really works.

RICHARD EIERSTEDT SECOND

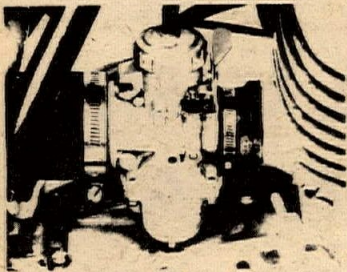
Richard Eierstedt rode his Honda to second overall in the Support Class at the Trans-AMA Series opener. Like the others, he asks for Pennzoil 2-Stroke Motorcycle Oil. Join these winners... "turn-on" to Pennzoil.

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Orange Bowl's birth by fire

By John D. Ulrich

TUSTIN, CAL., SEPT. 21

The Orange Bowl of Motocross Friday night races got off to an impressive start tonight in spite of all sorts of omens of failure cast in its path by CMC president Stu Peters. According to informed sources, Peters swore to do everything in his power to prevent the running of the first Orange Bowl race after he pulled all CMC sanctions for OCIR in the most fiery promoter dispute seen this year in Southern California racing. The conflict started when OCIR, in the face of declining attendance at CMC Thursday night motocrosses, decided to try a Friday night race to bring up income and stave off financial troubles. Peters objected, pulled all CMC OCIR sanctions without telling OCIR management, and started throwing blocks in front of the Friday night show.

After that fiery birth, it appears that OCIR has forged their program into a solid success. The new track is a spectator's dream, and its entire length could be seen from the packed stands. The rider's list remained much the same as when CMC was running the show, and the fans loved it.

However, the Orange Bowl program is not heaven on earth. The riders in the program are not covered by any sort of medical insurance. Race organizers feel that if a rider is hurt badly enough to be benefitted by medical insurance that he will surely sue the race track. Any rider so injured who has a lawyer clever enough to get around track liability releases probably could get some money out of the track's \$1 million liability coverage. That a rider could muster the resources for such a legal fight after an expensive injury is unlikely at best.

Greg Bartock (Hon) took the lead in the 125 Novice/Junior/Intermediate combined first moto, and never gave it back. Doing well in the second moto, and taking first overall in the third after a nasty crash-caused blackflag and restart was good enough to give him the 125 Intermediate overall spot. Norman Bigelow (Hon) challenged Bartock in the first moto and Mark Harrington (Suz) tried it in the third, but Bartock hung in there.

Bruce McDougal (Yam) fought a terrific battle in all three motos on his way to taking first overall 250 Expert, and if OCIR had been able to provide a complete rider's number identification Monday morning like they promised, I could have told you who he was battling with. Covering a motocross without an adequate rider number identification sheet for writing it all up later is like trying to read the recipe in a pot of boiling alphabet soup.

Roger Roberts (Hon) annihilated the 250 Beginner class. Another rider in the second 250 Beginner moto annihilated the course flags when a strand got tangled up on his bike. For awhile it looked like every pennant marking the course would be ripped down by the thrashing beginner, but he managed to become untangled and continue on his way. It was not the last time the course flags were like seaweed on a body surfer's ankle that night.

The second Open Expert moto was blighted by the heaviest crash all night. Suddenly a bike was tumbling end over end as if it were a paper toy caught in a high wind, effortlessly twisted, rolled, and turned. It was a startling reminder of the forces of nature that moto man rides the edge of in his quest for fun, and yet cannot control when unleashed by the smallest quirk of fate. The incident permeated the evening, with racers blasting past inches from the ambulance attendant working on the injured rider in the middle of the track. All that mattered in the world was winning, and life was just an incidental on the path to winning. Jim West (Hus),

Bill Rubly (B&S), and Ken Zahrt (Bul) were first to third overall respectively.

Greg Doolin (Bul) was first overall 250 Junior, with Harrison Titus (Hon) first 250 Novice and Tony Read (Mai) first 250 Intermediate.

Kurt Sofka, Jr. (Yam) continued his many week winning streak in the Mini Novice class. That kid is always in the results section.

Payne's a blip on Russian radar

By John Grout

VALENCIA, CAL., SEPT. 21

If fellow Expert riders had thought of Bill Payne as bad medicine before tonight's motocross encounter on the International track at Indian Dunes Park, they had better really take a long, hard look at him now - he's even badder than they might have thought.

Not that he really needed it; but a contestant eradicator was thrust into Payne's hands for this evening's AME-sanctioned program. And Frank Cooper was so delighted with results of unleashing his "secret" weapon, that he treated a large crew to steak and lobster dinners following the last race.

Payne, astride a sparkling new prototype Cooper machine, a motorcycle that was making a debut before a large crowd of spectators, flat stomped the 250 Expert competition all the way through the earth's crust and into Outer Mongolia during three straight sets for the midbore gang. In the group were a number of riders considered to be among the finest in the United States.

Yet, to be brutally fair how can one be expected to catch a UFO that becomes invisible to one after the first couple of laps. What I mean to tell you is that new Cooper machine was pitching a rooster tail higher than the length of the flak that trails Halley's comet. The Russians could have seen blips on their radar network.

Though all three of the division's heat races started off as back-and-forthers between Payne and Tracy Oswell, who was doing his riding for Tom Sawyer's Honda shop, Payne had the rocketing Cooper MX into substantial leads at the end of each encounter, running off at will from pursuit.

Runners-up to winner Payne for the overall victory were Tracy Oswell (Hon), Ernie Hendricks (Mai), and Randy Stubbs (Yam).

Randy Schmitz, aboard a CZ, won all three motos for Open Experts. Scoring overall victories for Intermediates were Floyd Widener (Hon), 125cc division, and Chris Bartlett (Hus), who was racing 250.

Jim Hale (1-1-2) on a rapid Penton for Kendrick's, was overall winner against another of those outstanding fields of 125 Experts.

Following a first-moto accident involving Penton rider Joe Root, Hale continued on during three bitter and hotly contested heats, gaining a narrow victory over, among others, a surprising Pug Ferreira (Hon), Dan "Haystack" Whitlock (Hon), and Gary Huber (Pen).

Top Junior - with little doubt - was John Lewis in the Open division, taking a spin on the bike formerly piloted by Dave "Luke" Messer. And it goes to show you what talent, plus a swift bike, can bring. Lewis, victorious in all three of his motos, splintered the hopes of George Hiller (Mai), Fred Miller (Hus), and Russ Mortensen (Mai).

Still other Junior division wins went to: Bob Kline (100), Craig Egerman (125) and Andy Sebok (250), a narrow victor over Lonnie Orr and Wayne King. And you might keep an eye on this young Orr - he's on the march right now!

Minicycle and Powder Puff wins went to Greg Johnston (Hon) and Kelly Bartlett (Yam) for her grand slam.

Beginner victories were taken home by John O'Mara (100), Don Faulkner (125), Tony Verbeek (25) and Danny Ferreira (Open).

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Ascot Keetered

By Howie Fowler

GARDENA, CAL., SEPT. 28

With the Ascot National only one week away DeWayne Keeter again won the Ascot main event to serve notice that he will be one of the

top contenders for the last National of the 1973 season. Keeter and his Harley-Davidson are the current point leaders at Ascot and can't be ruled out for what has been one of the best of the half mile dirt track Nationals of the season. The National will be held at Ascot on Saturday October 6, and tickets are available at Ticketron and at Ascot, they will also be on sale the day of the race.

Tonight's Novice heat race winners were Skip Aksland, Nick Nazzisi, Chuck Soderstrom, Randy Miller and Randy Roderick, with all five transferring directly to the Main. Only the second and third place finisher in each Novice heat transferred to the Semi for their last chance to make the Main. The transferees to the Semi were Gary Bevans, Dawn Leopold, Tom Berry, Scott Marshall, Bill Calicura, Wayne Whisenand, Jeff Coleman, Guy Butterfield, Denny Briggs, and Brad Holt.

The first and second place finisher in each of the three Junior heats transferred directly to the Main. The first heat transfers were John Gennai and Randy Bailey. The second heat transferred Rex Barratt and Mike Renslow. The third and final heat transferred Danny Hockie and Sal Peluso.

In the Experts heats the first three in each heat would go directly to the Main with the fourth through seventh place riders going to the semi. The riders going directly to the Main were Ron Moore, Tom Horton, and Denny Kanagae from the first heat and DeWayne Keeter, Gene Romero and Ron Powell from the second heat.

After the Novices had trouble getting their act together to start their semi they were pulled off the line and the Junior Semi was brought out to make their final bid for the main event. Only the first three the Junior semi would make the Main. Roger Crump, all the way out here from Georgia, won the semi on his first night's ride on the infamous Ascot oval. Taking the second spot was Bob Sanders with Mike Myers taking third and last transfer position in the semi.

The Novices in the meantime were scrambling around the pits trying to get their act together and were finally brought to the line for their semi. Only the first three riders in the Novice semi would ride the Main and they were all a determined bunch. Jeff Coleman got the first transfer followed by Denny Briggs, Tom Berry and Brad Holt.

In the Expert semi the first four positions would go to this last half mile before the big one, the 20-lap Ascot National. Mr. TT, Eddie Mulder, won the semi with Charlie Theilke, Frank Gillespie and Scott Brelsford taking the last transfers for the Main.

The Trophy Dash was brought out and DeWayne Keeter made it two in a row for tonight's program by winning the trophy dash and the lip lock. Gene Romero got runner-up bucks for the dash followed by Tom Rockwood, and Ron Moore.

Once again the current Novice point leader, Skip Aksland, ran and hid from the rest of the field but the race for the remaining positions was quite a duel. Nick Nazzisi took second place honors with Randy Miller close behind, then Chuck Soderstrom.

The Junior semi was yet another record setting blast of speed and riding skill for probably the hottest Junior in the nation. The previous 10-lap record set by Rick Hocking earlier this season was trimmed to 3:48.18, by none other than John Gennai to give him his second Ascot track record in the last two

week. The second place finisher in the Junior main was Danny Hockie with the Georgia rider, Roger Crump picking off the third place spot. Randy Bailey nailed down the fourth place bucks followed by Rex Barratt who pulled one of the best saves at Ascot this year as he was almost completely off of the bike. Barratt pulled what looked like a Pony Express mount to pull off a spectacular save in the south turn.

The last main event of the season

before the Big One was led by Ron Moore, who can't be forgotten as a possible for the National, until mechanical problems sidelined him in the seventh lap. Tom Horton led for laps seven through ten until mechanicals put him out. DeWayne Keeter, riding in third place and closing on the leader then moved up into the lead and continued on to the checkered flag. Gene Romero took the second spot followed by Scott Brelsford and Denny Kanagae.

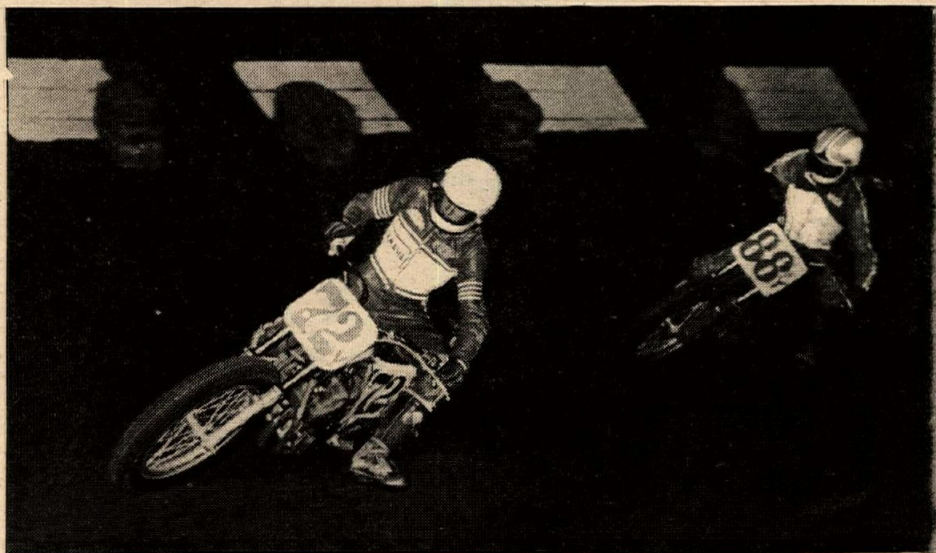
Don't forget next Friday, the 5th, is the Golden State TT Championships with the Ascot National half mile to be held the next night, the 6th.

Results:

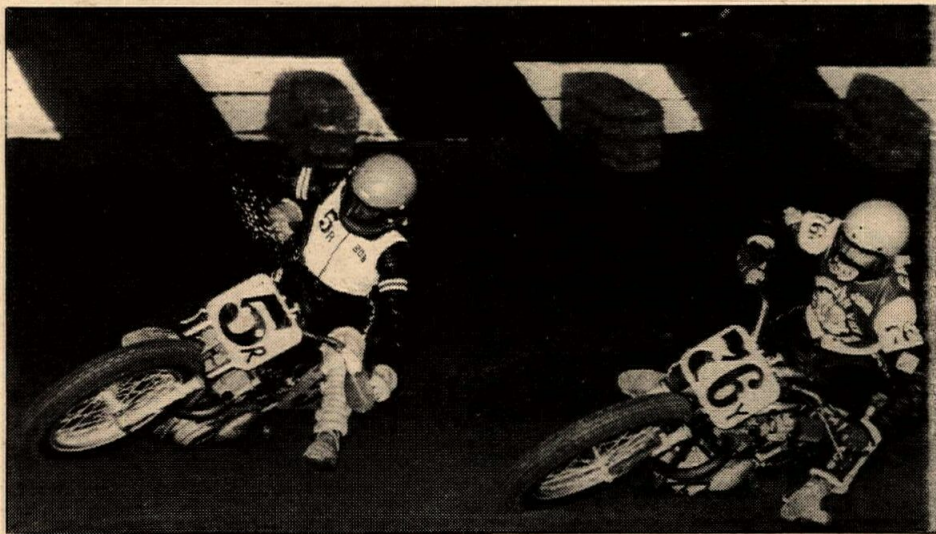
Expert Main: 1. DeWayne Keeter (H-D); 2. Gene Romero (Tri); 3. Scott Brelsford (H-D); 4. Denny Kanagae (Nor); 5. Ron Powell (Tri); 6. Eddie Mulder (Tri); 7. Frank Gillespie (Yam); 8. Charlie Theilke (Tri); 9. Tom Horton (Tri); 10. Ron Moore (Tri).

Junior Main: 1. John Gennai (Tri); 2. Danny Hockie (Yam); 3. Roger Crump (Tri); 4. Randy Bailey (Yam); 5. Rex Barratt (Nor); 6. Mike Renslow (Yam); 7. Bob Sanders (Nor); 8. Sal Peluso (Nor).

Novice Main: 1. Skip Aksland (Yam); 2. Nick Nazzisi (Yam); 3. Randy Miller (Yam); 4. Chuck Soderstrom (Yam); 5. Scott Marshall (Yam); 6. Jeff Coleman (Kaw); 7. Brad Holt (Kaw); 8. Tom Berry (Yam); 9. Denny Briggs (Kaw); 10. Randy Roderick (Yam).



Aksland skipped away from the rest of the Novice field.



Gennai (76y) again set a new track record on his way to the Junior win. Wait until he becomes an Expert.

Gene Romero gets sprayed.



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PENTON



Fear and loving in America's heartland

ISDT revisited

By Richard Creed

Get this. It's twenty-six degrees and wet as a well digger's shoe tops, with frost covering the ground for as far as the eye can

see. The sun is just coming up, and steam is boiling off the New England landscape and its interlacing streams like a roaring fire. Have you got the picture? Not yet. O.K. It's six o'clock in the morning. It's the first daybreak of the first International Six Day Trial ever held in America.

So have about seven thousand other bike fans, camp followers, and strangers who have dutifully paid out a buck each to enter the hallowed "Parc Ferme" (hereafter known as the "Soup de Jour") where competitors from

twenty-one nations have assembled to torture themselves with continual kidney pounding; thrash, bash, and crash their machines through the greenery while ripping up trails, churning up creeks and trying to stay on "Gold" time.

If you need a full explanation of what the ISDT is all about you will have to go elsewhere for your information. That won't be a problem since everyone and his cousin have done a special ISDT issue, story, foldout, wad-it-up-and-throw-it-away sample

copy and souvenir program. Think about it. How many trees were pulverized so you and I could read the same words over and over? Which is great. Right? "An informed public is an involved pub..." And so forth. The only problem is that the people who needed to be informed most were right here in Dalton, and it wasn't until the second or third day that they really grasped what the hell was going on. Many were confused about the words used to describe the event. What was a "Trial" anyway? Wasn't it a race? How did anyone keep score? Who was here? Can my boy enter it, mister? A million and one unanswered questions every day.

Many people were suspicious, even hostile at first, mainly because they did not understand what all the activity was about. After all, the summer season is over, what are all these...strangers, doing in town? A number of local folks said it was the first time they had seen large numbers of motorcyclists and the old ghost of gang terror sprang alive. The locals were ill prepared to distinguish

between Sonny Barger and Malcolm Smith.

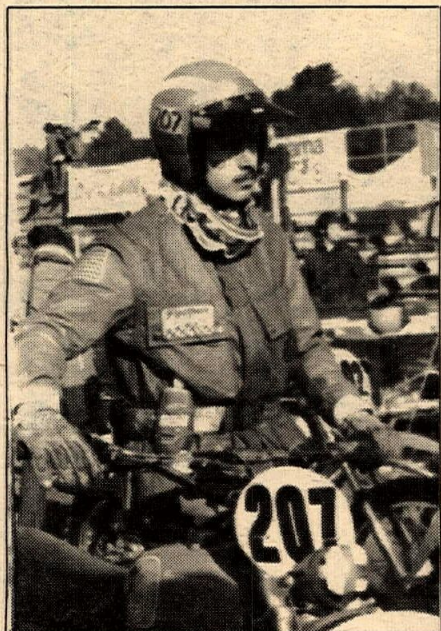
But, once the event was explained, their fears diminished and their enthusiasm soared — Especially when you told them about the American Trophy Team and John Penton and how they were going for broke to beat the rest of the world. Nothing fired their enthusiasm more than an appeal to their patriotism, for this is New England, home and heartland of the first dissenters and battlefield of the Revolution. The first open breach between Mother England and The Colonies happened at Great Barrington just a few miles down the winding road from Dalton. The American Legion is still a strong force in community affairs and statues and plaques commemorating New England's fallen sons abound throughout the region. But, New England patriotism is somehow different. It is not the vulgarity of the southern "red neck" nor the cold eyed cynicism of opportunistic Texas power, but the clear, steady vision of a people



Jake Fischer, Husqvarna, got a Gold in the 500 class.



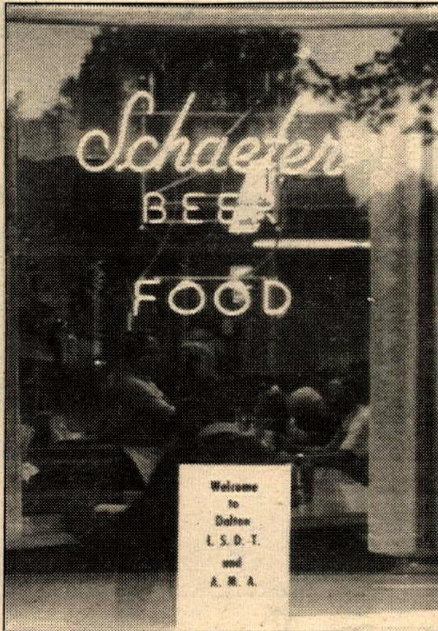
Czech Gold medalist Josef Fojtik passes a comfy spectator.



Ron Bohn (Hus), Silver Vase team.



Al Eames, the man who did it.



Yankee hospitality.



Dick Burleson (Hus), Silver Vase team.

who believe not because they are suppose to, not because it is a present and popular fad but because they were the first to see the light and scream at it. Patriotism is so interwoven in the New England experience that it is in their genes, passed on from one generation to the next like the color of one's hair.

While the general populace may have been left wanting for information, someone made sure the local environmentalists found out enough about the goings on to get them clammering for a court injunction to stop the whole show. Guess who helped them? Bob Hicks. Front and center please, sir, take a bow. Now get out. The rumor mills buzzed like a chicken house in a hail storm as to Hicks' reasons for opposing the ISDT. Most are not worth repeating and the others that NETRA members gave me I forgot. Mr. Hicks can defend himself anyway.

The rumor mills had more important things to grind on than Hicks or, for that matter, the whole ISDT. They had...

Steve McQueen and Ali are here and Elvis is on the way and Evel K. Nieve is going to jump the Dalton common during the opening ceremonies and the KGB is going to patrol the course to prevent the Americans from cheating and Steve and Ali were playing pool at...Wait, there he is, it's Paul Newman and I'll bet James Garner is here too and who is that in the long black Caddy with the flags...good Lord. It's Richard - what's he doing here, this is the only state he didn't carry.

By week's end the country side was

in full bloom with ripe-for-plucking sweeties ready to meet any one who even looked like anybody. *The Hell's Angels are on their way.*

Half the young teeny boppers one met were sincerely disappointed that the Angels were not in town. You figure it out.

But, I am getting away from the start. Remember now, it's cold, wet and crowded and the loud speaker is crackling out rider names and starting numbers in staccato multi-language burst. The crowd scene is a replay of yesterday's opening ceremony, people are hanging over the fences waving flags, small children poke cameras at the riders, they stand on top of each other and all are cheering and yelling. Especially at their fellow Americans. It was the same at the Wokonah Regional High School on Sunday. Standing room only for miles down the road. Traffic was backed up so thick the police had no choice but to turn late arrivals away; there was no place for them to park. The crowd swarmed onto the field to be close to the action and couldn't be moved back behind the fences when all the bleachers were filled.

It was then that Al Eames motored onto the field astride an immaculate BMW. Eames attempted to move the crowd back or at least coaxed them to sit down so everyone could see. Suddenly everyone realized who the man on the bike was, and, instead of moving back, started cheering and waving. Eames, still trying to move people, was engulfed by photographers and reporters and looked bewildered as

the cheering crescendoed and people surged forward to shake his hand and slap him on the back. It was an emotional moment to say the least. Eames deserved it and more, for no one man was more responsible for the success of the ISDT than Al Eames. The man commands respect from the top of his white crew cut hair down to his white crew socks. He is the type of man that one would follow into the breach, the very crucible of life and death. Many local residents stated frankly that they didn't understand what was going on but "If Al says it's all right then it's OK by me."

The Americans come to the starting line resplendent in their red, white, and blue vinyl TT leathers and get underway with a nod and a wave to the crowd and with a couple of tugs on the Rokon ripcord or a Husky kick to their Pentons, they are off. Everytime an American leaves the temperature rises from the heat of patriotic fervor. Jack Penton pops a giant V-sign wheelie and the huzzahs shatter the decibel meter like a crystal soda straw. The Jawas and BMW's do not fare as well. Only one of the BM's get away without problems and the Jawas that have problems are quickly surrounded by the team manager, pit men, support personnel in trench coats and a very grim rider.

And now it's over. The last rider exits the barbed wire topped gates of the "Soup de Jour" and the crowd breaks up and mills around the display booths that peddle everything from rings to rugs and fried chicken to langos. Langos are fried dough and can be eaten

with salt or powdered sugar. They are much better than the burnt eggs served up at the breakfast tent. As the week wore on they became increasingly popular and finally "the thing to do" for breakfast, but this morning there are only a few people willing to try the lumps of dough floating on the bubbling grease. So, it's lango and coffee time, then out to the check points and water crossings for photographs. The serious work has begun. For some it will be dangerous and painful work. Some will be injured on this first day. But it is early now. The East German oil debacle is yet to happen, John Penton is guardedly optimistic while berating the motorcycle press for placing his boys in a fish bowl existence, and everyone's thoughts are on what is happening in a Boston courtroom many miles away. If the court injunction came through, it would turn the whole event into a fiasco and create what one foreign correspondent described as an international scandal.

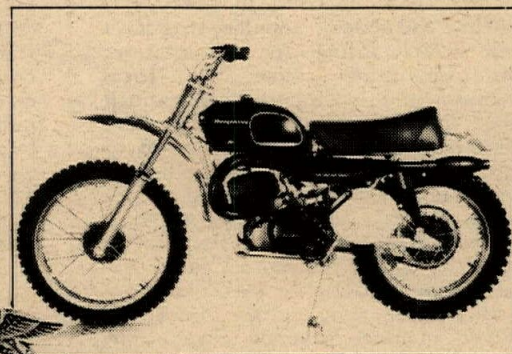
But it is early yet on this first day and the skepticism and optimism hang in the morning air like a naked high tension wire. The world of Dalton, Massachusetts and the ISDT meshed into first gear. They would be inseparable from now on, shifting days like gears higher and higher to a frenzied peak almost a week away. By then a whole new lifestyle would be in full flight like a rocketship to Oblivion. And when it's over and all the bikes are gone and all the flags and tents are wrapped and stored...you'll wonder if it really happened. But that is in the future. ●



Dick Burleson, Ed Schmidt, Ron Bohn, Malcolm Smith

USA wins silver vase... they had confidence & Husqvarna!

Congratulations to the USA Silver Vase Team! These four men with self-confidence in their riding abilities and in their machines scored an impressive victory over 24 teams representing the best riders in the world at the 48th ISDT. This is the first American team victory in an event that is referred to as the "world olympics of motorcycling". Their confidence in Husqvarna reliability, performance and craftsmanship gave them an edge when the chips were down...Don't wait for a special edition "trials replica model" with a decal, see the same models that were used by the USA team at your Husqvarna dealer today, including the 250 WR. It's the kind of machine you can have confidence in.



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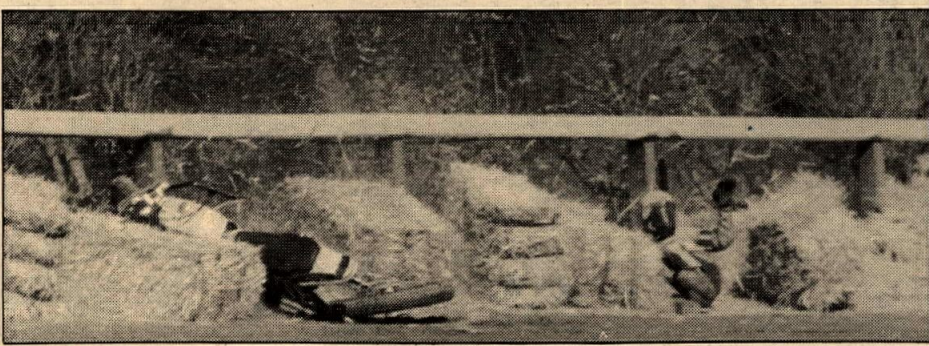
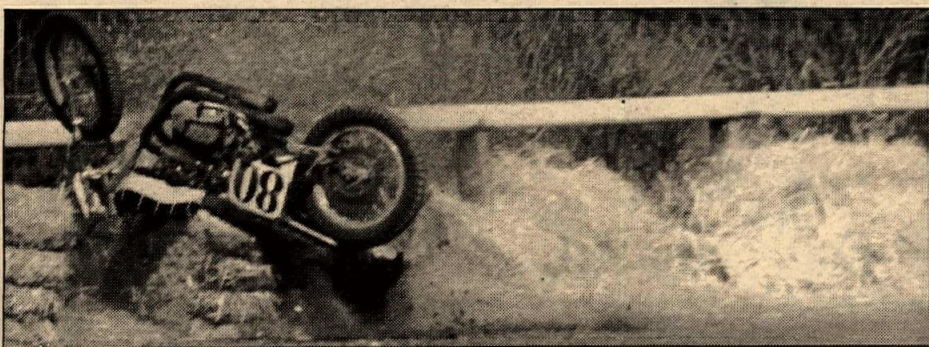
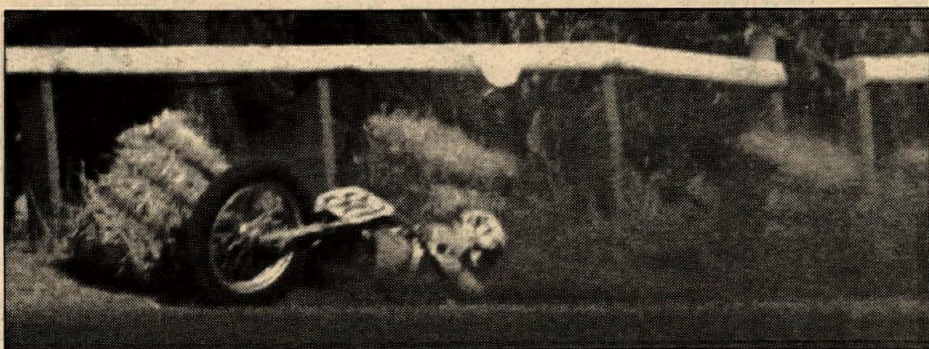
Winner of 15 Gold Medals
at the 48th ISDT



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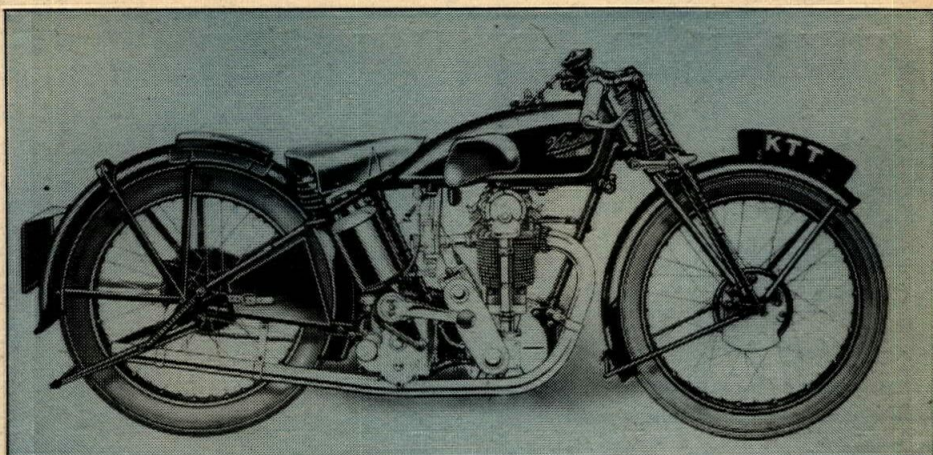
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Some folks figured that Kenny Roberts just overcooked it when he got off while leading his heat at the Golden Gate mile. But, as Ken said and as these pictures show, the rear wheel did part company with the motorcycle. Look closely at the second shot and you'll see the wheel canted sideways. It obviously happened quickly (as things do at 100 MPH) because Ken is still holding on. By picture No. 4 he has let go as the bike climbs a haybale and heads for the fence. In the last shot Ken sits up to check oncoming traffic. When help arrived his first question was, "What the hell happened?"

Photo sequence by Bill Spencer



A brief history of racing fuels

By Geoffrey Wood

In the world of speed there are many mysteries, but for pure intrigue nothing surpasses the allure of exotic racing fuels.

Racing fuels have been used since man first began extracting speed from the internal combustion engine, with many international motorcycling events allowing all sorts of fuel to be used.

Today special fuels are used in speedway racing, speed record setting, drag racing, and in Class A hillclimbers. In the past, fuels have been used in grand prix racing, as well as regular road racing events in many countries around the world.

The reason why anyone uses fuel is to obtain more power, which is essential in such highly developed sports as drag racing or Bonneville speed record runs. There once was a time when fuels were used even more widely than today, but their high cost plus the increased performance from gasoline burning engines has made the use of fuels less attractive today.

Many years ago in Europe it was permissible to use straight alcohol fuel in grand prix racing as well as in speedway racing. Alcohol fuels have a much greater evaporation rate, which tended to cool the engines very effectively compared to gasoline fuels. Due to this cooling it was possible to run much higher compression ratios and thus extract more power. The cast-iron cylinders and heads used in those days did not dissipate heat nearly as well as modern alloy parts, so the advantage of the cool running alcohol was doubly valuable.

In 1926 the FIM decided to drop the alcohol formula and go to a 50-50 petrol-benzol formula for 1927, which was a move to bring road racing closer to actual road practice and thus improve design. The performance dropped when the change was made, but within a few years technology had the performance right back where the alcohol fuel had left off. During the middle 1930s the racing bikes dropped the cast-iron heads and cylinders and went to alloy parts, which made the engines run much cooler. This allowed higher compression ratios to be used in the region of 10 and even 11 to 1 on 500 and 350cc singles, and power again took a big jump.

After World War II the FIM again changed the formula, specifying that regular "pool" gasoline had to be used for the road racing events. This necessitated dropping the compression ratios down to 7 or 7½ to 1 on the big singles, which really took the edge off the performance. The inevitable progress manifested itself, however, and within a few years the designers were getting as much power on straight gasoline as they were previously getting on petrol-benzol. Today we have engines that are running higher compression ratios than they ran on petrol-benzol in the 1930s, which just goes to show how much has been learned about building high performance engines. The 1973 Yamaha

350cc water-cooled racer, for example, is getting as much power in unsupercharged form on pump gasoline as was the 1939 NSU supercharged 350cc twin running on the petrol-benzol mixture.

There is, however, one area where racing fuels are still King Kong, and that is the nitro-menthane fuels used for drag racing and speed record setting. These fuels provide a tremendous boost in power, which allows the almost unbelievable speeds to be recorded at the drag strips and at Bonneville.

The most simple racing fuel is the straight alcohol type, which is still used for speedway racing all over the world. Alcohol actually has less power per gallon than regular gasoline, but due to its high evaporation rate it is possible and even necessary to run it at a mixture strength of about three times as rich as gasoline. Used with this mixture, and with a higher compression ratio than would be possible with gasoline, alcohol fuel will provide an increased performance with very little sacrifice in reliability. Some engines will actually be more reliable on alcohol fuel, despite the higher loadings placed on the engine, since the cooler running will lower the heat stress that is placed upon an engine.

At the opposite end of the spectrum are the wild nitro fuels used in drag racing. The nitro additives in the alcohol base add oxygen to the fuel, which provides a much hotter combustion process and thus gives increased performance. The nitro fuels greatly increase the loading upon the engine, so that few engines could take a very long run with this type of fuel without coming apart at the seams. Mixtures of as high as 90% nitro have been used on the drag strips, but these engines may only have a total life expectancy of just a few minutes.

The mileage that can be obtained with fuels is also a factor in many types of competition. In road racing, for instance, an alcohol burning bike will need to stop for fuel at least twice as often as a gasoline burning bike. In short races, such as speedway, this factor is not important, thus the reason that speedway bikes use straight alcohol fuel. There is also a safety factor with alcohol fuel since it will not burn very easily when spilled outside the tank.

The historic trend has thus been away from special fuels to gasoline, which is due to the tremendous advances that have been made in racing engine technology. With but few exceptions, there does not appear to be any need for exotic fuels in motorcycling sport — a trend that has helped to lower the cost of competing. Racing fuels are thus bound to become even more exotic, and will soon be the "secret" of only those dedicated souls at the drag strips who seek the ultimate in performance in their tire burning runs.

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"Ya know what, Ernie. I think all these guys are flat crazy."

Banzai Bay Mare

By Scotty Schafer

MOORPARK, CAL., SEPT. 30

Today was the "Day of the Novice" at Bay Mare, with all classes heavy on position changes (the winners got to kiss an otter

instead of a trophy girl). Art Mara kicked off the first Open moto with a big first, then had to make his way through Maico dust for the last two as Keith Rider flashed round the beautifully laid out course in the lead. Bill Bledsoe had a similar situation in 250 Novice, winning the first and last motos. Mike Hogan aced him in moto two and was pulling away from the pack in the final when his throttle stuck on a lumpy downhill. It was Jammin' Jeff Black who set the crowd to buzzing, however, as the broad-backed 125 Novice methodically ate up Banzai, the Bowl, the Anthill, the TT jump, and all his competitors for three motos. Black's timing and course savvy was near perfect. His little Suzuki responded in like fashion, though it was Tim Curtis whose Koni-clad Penton turned the twisty course into a series of roughly connected straight lines.

After the world's longest rider's

Jeff Black blasted the 125 Novices.



meeting (at which many rules about pit racing, "Expert" Beginners, and the like were mentioned — and as it turned out, honestly enforced), the minis attacked the fast course. Brian Tubbert and Jimmy Bushy's wee Yammie oiled gassers swept the 60cc, while unbeatable Jerry Little led a Honda host in the XR-75, uh, 61-80 class.

Steve Hadley made it look easy in 100 Novice, overrevving to first place in two motos and sacking second behind Dave Spaniol in another. Steve Higgins had his beginners Kawasaki in with the Novices, and Doug Collins couldn't quite match his speed. All the hundreds rode faster than usual, to guarantee finishing ahead of fast Cheryl Acres and Lynn Musgrove, who were competing in the mixed class.

Marty Bauer looked like a sure overall bet after Moto one, but Scott Hewitt really took charge in the second 125 Beginner, leading Richard Lohmann and Bauer through the checkered. Jim Spain rode like a man possessed, but couldn't keep the bike upright long enough to capitalize on his speed.

The 250's really appreciated the max use of natural terrain, with the hills and flats connected by tree-lined avenues. Mike Cholar throttled out ahead of Ronnie Cardoza in the first Beginner outing, then mated his CZ with a snow fence, a steel stake, and an Edsel tire while leading Moto two. The crash cost him his front and rear brakes and the lead, but he remounted and finished the moto. Jon Mantley started last with plug problems then passed everyone for the second moto win and a disqualification — Beginners just don't go that fast! One rider lost it on the fairly steep Banzai Hill and it was dominoes from there, creating the only

problem at the well-organized track today.

Ron Roneau sweated his Husky over the magazine-style off-cambers all day, and got last pick of the Monarch Distributing contingencies. The demanding track took its toll of bikes and bodies, as only Rod Cowell and Buddy Romano finished in 250 Intermediate, with Romano moving his CZ from fourth to third to second overall. Tom Grant blasted his little Penton ahead of the bigger bikes in the mixed class for the 125 Expert win, but it was Randy Berkeley on the meticulously prepared 250 Maico who set the race pace for the three 20-minute motos.

Well, folks, Bay Mare is a helluva fine down-home motocross course, with competitive classes, "long" motos, fantastic organization, a natural track in a noise-sink bowl, more than its share of GOOD pit tootsies — and you've got two weeks to keep it as a place to go on Sunday. The original grey mare never knew all them motorcycles were going to tweak her pasture, and right now she doesn't know she's gonna get it back...but she just may. This track started up when the Yurpeens first came over — Robert, Aberg, and company — and it passed out a passel of trophies over the years. But it's 1973, and riders are different — they'll race the scrambles tracks sanctioned by the championship promoting organizations instead of going to the real rough-and-tumble spreads that eat bikes and boys and get beat to death by motocross machines and men. Bay Mare is a great lusty Earth Mother, she doesn't respond to little jouncers but when a man (or fast Powder Puffers like Cheryl Acres) laces those knobbies into the centuries-old soil, she just purrs. Bay Mare is being forced into extinction by economics, not by land closure. Even with MX sales doubling, there are more than enough tracks. It's a bloody shame that the "new crowd" prefers the scrambles tracks to the real MX layouts like Bay Mare. If you haven't raced her, and you think you're a motocrosser, try it in October. If you've raced it before, try it again in October. If the crowds come back, it'll be there for your pleasure in November. Maybe they'll even put that twisty-turny Trans-Am downhill back in...

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Yvon DuHamel came out ahead.

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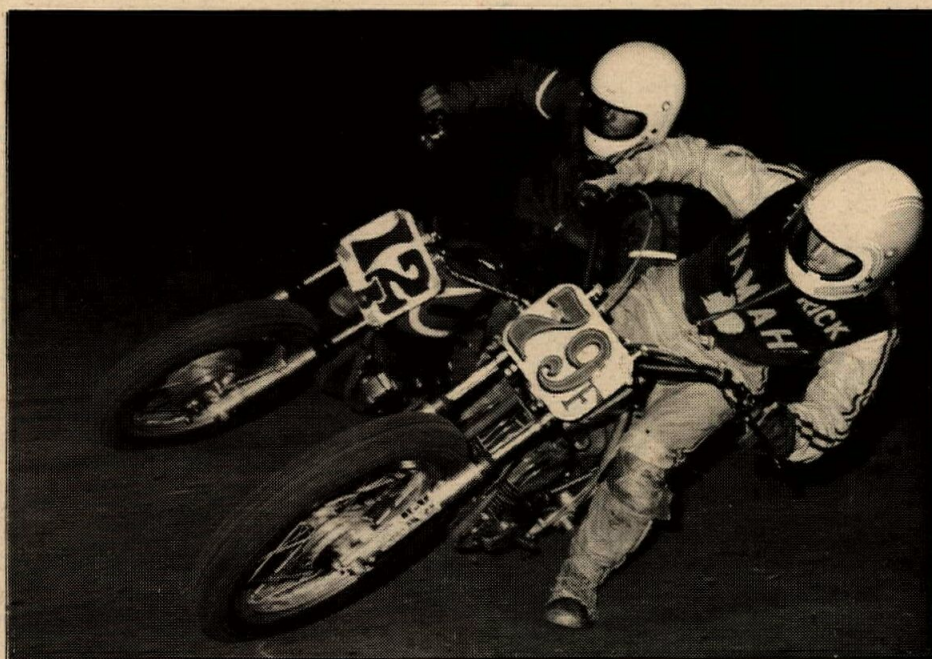
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Rick Delacy and Dave Faria (12B) in the 250 Expert final at Vallejo.

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On the gas at Vallejo

By James Brammer

VALLEJO, CAL., SEPT. 21

In spite of the gas shortage in Northern California with independent stations shut down, Dennis Robinson, unknowingly

was lubing the track with the trick stuff as he led the Expert Main at Vallejo. Only the winner, Mike Faria, completed the 15-lap event without a spill.

Robinson ran out of gas on lap 13 because of a loose gas line. His thirteen laps places him in a tie with Randy Booth who completed the race after falling on top of Ron Sarver. Sarver and Booth were in close contention for second behind Robinson when they scooted down together. After they cleared the track, Kent Johnson went down in a long slide on the same spot. Meanwhile two riders had fallen off on the opposite end of the track. By the time Robinson ran out of gas, the race was confused with riders returning to the race after falling. In error, the checkered flag went to Allen Yarrow first, but the lap checkers confirmed that Mike Faria had won with Yarrow officially in second. Even though Randy Booth spent two laps sitting on top of Ron Sarver in the center of the track, he returned to complete the race credited with 13 laps placing him in a tie with Dennis Robinson by the number of laps completed.

In the 250 Expert class, Kelly McIsaac easily won a heat with Marlin Stewart moving up to second. Stewart, riding in his second race meeting as an Expert, got off the line in front of Kelly McIsaac in the main and stayed there to win while a three-way battle was going on for third with Wade Boyd finally pulling away from Rick Delacy and Dave Faria for the finishing position.

In the 250 Junior final, Brad Kotsaris led the first laps, but winner Craig Van Dale and Pete Dolcini didn't like it that way so Kotsaris finished third.

Later, Gary Pietruskiewicz did the same to Craig Van Dale in the 125 Junior class where Craig Van Dale led most of the race.

In the 200 Junior-Expert final won by David Quigley, Rick Delacy had moved from way back in the field up to third place behind John Kresha and was exiting a turn under full throttle when Kresha's mount locked up. Delacy clipped him on the outside, tossing Delacy from his mount in a scaring spill. After much delay, Delacy walked from

the ambulance on the infield back to the pits.



YZ rider Butch Waymire traveled from Portland, Oregon to win the 250 semi-pro event and the Idaho state title.

Idaho State Motocross and Short Track Championships

By Marty Gregory

BOISE, IDAHO, SEPT. 23

It was a big racing weekend at the Owyhee Motorcycle Club's Peaceful Cove in Boise. The Idaho State Championship was at stake in both motocross and short track and the stage was set in style. Advertising was coordinated, the logistics were taken care of and both the 1/8 mile track and the motocross course were whipped into top shape. What transpired on Saturday and Sunday was racing and fun at a superlative level!

A fair turn-out of over 75 riders showed up on Saturday to contest the short track event with top honors and the lion's share of the semi-pro bucks going to Caldwell's Larry Meredith on his trick-framed Honda. (That's a four-stroke, folks!) Larry's only competition came in the form of Dave Howard who brought a whole vanload of friends and good times with him

from Portland. In the 125 feature, it was Lawrence Harvey on a Yammie scarfing up the gold. Harvey also rode a stock Yamaha MX in the 125 Beginner class on Sunday and copped a second overall. Versatile dude. The exciting short track had to take a backseat, however, to the knobby-tired freakos who dominated Sunday's semi-pro motocross.

Last year's Idaho State Champion, Bob Brown of Salt Lake City, and his ridin' buddy, Bob Plumb, didn't make the scene in '73 and missed out on a really fun course. Brown's title and the Open class were easily dominated by smooth ol' Vic Greenfield on a Kawie who won every moto by at least a half mile and still turned lap times slower than the highly competitive 125 semi-pros. The 7 1/2 cubic inch event was prevailed over by the very latest in "tick machinely," the all-conquering Honda CR 125-M. In the capable hands of the Wright brothers, first place Lonnie and brother Tim and smilin' John Sparks, the little Hondas seemed more than a match for the Suzies, YZs and Buls. It is reported that the local Honda stores sold what few Elsinores they had left on Monday.

The 250 semi-pro race was oriental horsepower of a different color as Portland's Butch Waymire did the locals in the eye with his YZ and an Oregonian became Idaho State Champ. Boise's Mr. Consistency, Bruce Harris, plugged his way into second in front of Honda riders, Bud Sparks and Rick "Nifty" Gresham. Those of us still riding European machinery got off seeing Harris' Husky get it on! Meanwhile in the 250 "Non-Money" Expert class, Bob Cook, on yet another Honda, put it to Ronnie Lee and YZer, Steve Jones.

Several crashes saw some of the local heroes step off their bikes and out of the running during the early stages. Throttle-twistin' Leon Sackman had the lead going into the first corner of the first moto of the 250 semi-pro event only to slide out and get his hand laid open by a passing knobby. When last seen, Leon could only mumble, "ten bucks for 200 yards." The hand may have been bandaged but it could still hold a beer.

Lots of racers ended up in the same situation as Leon (only without bodily injury) due to broken bikes, an ill-timed stall and a host of other misfortunes. Witness the poor dude who lost his machine in the mudhole and had to resort to poking about to find it! But this is motocross and if it wasn't so damn frustrating, it probably wouldn't be much fun!

The large crowd braved occasional showers and gusty winds to watch nearly 200 riders do their thing on the superbly prepared track. Traction was totally outasight and wheelies up the "club house hill" were the order of the day. Pat McCurdy and his radio boys brought their KBBK van and set up shop for the entire day to do a remote broadcast.

The Owyhee Club's races are always a family-oriented program and the State Championships were certainly no exception. Take the Lees for example. Howard Lee ran the starts while wife Nita played paperwork in the clubhouse and sons, Randy, Ronnie, Denny and Dale raced. The entire affair wound down sometime between 8:00 and 11:00 p.m. with club Prexy, Bill Clark tapping the free keys.

New Brothers Act At Fremont

By Bill Spencer

FREMONT, CAL., SEPT. 21 & 22

In the latest weekend of night racing at Fremont Raceway, the brothers act seems to be taking over for both scrambles and motocross, at least in some events. Friday night's Black Plate event saw great racing action in the 250 division with the brothers Howard, Tim and Phil, winning the Novice portion while

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in the Junior portion, the McRae boys fought it out for a first and a third.

It was the first time the two had ridden a main event together and for the first half-lap, it was John at the fore. Going into the right hander after the jump was his downfall though, as young Tom got a wheel underneath and made a clean pass. Jeff Eide was in the lead for a short period then, but Tom swept him easily with an outside pass.

In the race for top points, Steve Eklund closed the gap a little more on Mike Kalamaras and second place in the top twenty by winning the five trophy main event with Kalamaras riding to a second over point leader Mark Smith. Kalamaras has been suffering of late with his B & R sponsored Triumph in pieces.

Jim Foley kept a grasp on the bottom part of the list with yet another win in the 500 Expert Main while Scott Pearson barely held off Bob Scally for the 350 Expert win.

Cliff Servetti is on a hot streak of late with a win tonight on his 650 Norton, the first here in a year and still hot from last week's Salinas run. Newly married and running the Servetti motorcycle operation in San Francisco must agree with him; he has never looked better.

The brother team to watch in this type of event is the Morrell boys, of Marathon fame. Wayne won both motos of his 250 Novice division events while Wes did the same thing in his 125 Novice things. Wayne got a Junior card for his efforts and Wes, if his luck holds, will soon follow.

Dave Rosenquist proved that it wasn't any fluke in making him an Expert before he got the points by winning the Open Expert over Chris Carter with a win in the last moto.

CMC North at Sunnyvale

By Steve Castillo
Photo by Bob Anderson

SUNNYVALE, CAL., SEPT. 9

Ron Self on board the Trophy Cycles Maico picked up yet another win in the 250 Senior class here today. Self had no trouble with the other riders in the class. Rocky Pocock swapped his Bultaco for a CZ and took second overall. Dave Scott rode his Honda in for third.

Jeff Mullins outrode the rest of the Open Seniors on his Bike World Kawasaki to take the win in that class. Jeff had to contend with Dan Hensly (Mai), who took second, and Bob Williams (Hus), who has started racing again, took third.

Mike Amaral won the 125 Senior class, much to no one's surprise. Mike has been on a winning streak lately and nothing seems to hold him down. Steve Hickie (Suz) brought the Cycles Unlimited Suzuki in for second.

Mark Peters also seems to be riding the winning streak as he beat the 250 Intermediates hands down. Mark has his Trophy Cycles Maico in the right groove as he walked away from Jerry Castillo (Hus) who took second. Forrest Galt came in for third on his Honda.

Bob Geffert kept his new Honda out in front of the rest of the 125 Intermediates to take the win in that class. Milo Marsh did a good job of working up to take second overall. Stu Bussert, also on one of the new Hondas, came in for third.

Mark Peters.



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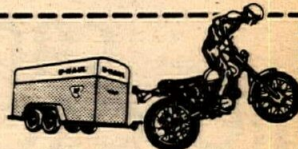
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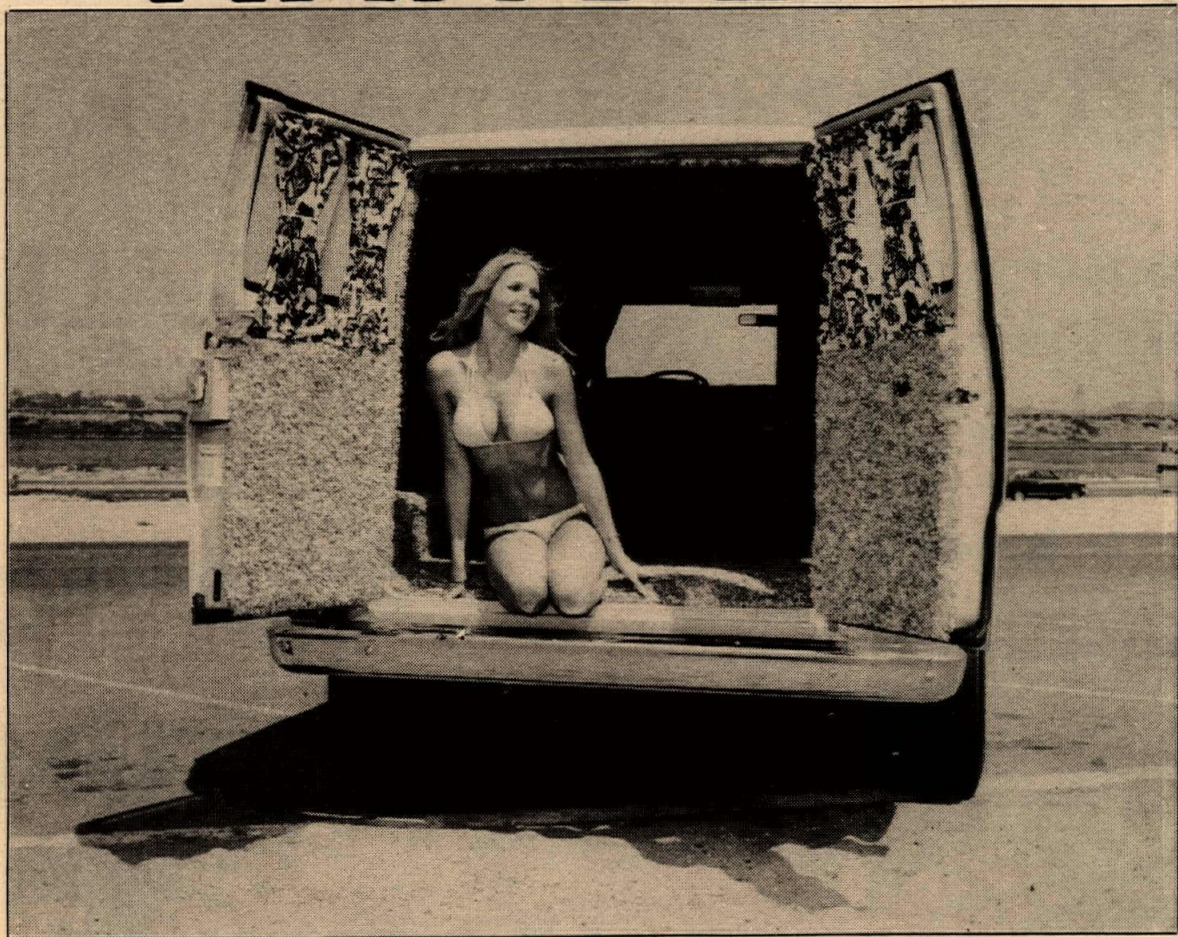
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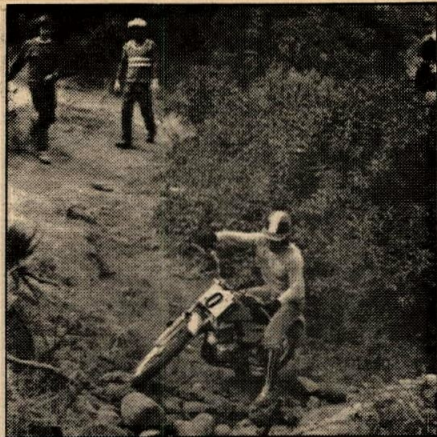
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California State Trials Championship

By Ronald Szilagyi

Three times a year the state's best trials riders are invited to a contest of skill and ability. On October 14, the American Trials Association will present the second points round of the California State Championship. Indian Dunes has been chosen because of the availability of food and drink plus good spectator areas along the shade trees along the stream. An easy path leads to the more distant sections.

There is little doubt that trials is becoming more popular for the weekend riders. Time, distance and available land has made and will continue to make trials even more popular. This event encourages the weekend trail bike rider to try the Novice class, for it is designed for the beginner, whatever he rides. There will be 20% trophies awarded (starting about 4 p.m.) to the kids, women, Novice, Amateur, Expert and the Master class. Sign up will start at 9 a.m. and the event will begin at 10 a.m.

The last event drew about 700 spectators to the first round, and there were 166 competitors, and more expected this round.

First-time spectators should bear in mind that observed trials is not a race. It is a form of individual competition, where speed does not determine the winner. One rider at a time enters a section, with set boundaries (red stake on the left and blue on the right), the terrain varies and is all natural. The rider must pass through with his feet on the pegs. If he puts his feet down it is called a "dab", and one penalty point is given for each dab. After a total of three, the rider is not penalized for more dabs. A maximum of five points is given for going out of the boundaries, stopping, dismounting to push or knocking over the boundary stakes.

Among the top six trialsmen from the first round are two northern California favorites, Robert Tyson and Steve Darrow. Lane Leavitt, considered by many the nation's best trials rider, is now back in Michigan with Robert Tyson for their National Trials. It is hoped Lane will be present for the second round; he is always a threat. Lane was also the State Champion in 1971.

In 1972 Marland Whaley became California State Champion. The age of 13 seems very young to advance to the most difficult class in trials, but there are two exceptional lads who accomplished this in the past few years — Marland Whaley and Bernie Schrieber. In the first round of the state championship Marland was first and Bernie was second. Marland is No. 1 in point standings in the ATA and has the ATA No. 1 plate for 1974 with Bernie presently No. 2, but several top contenders are also after that same No. 2 plate.

Indian Dunes (Valencia, Calif.) is very easy to find; take U.S. 5 to 126 off ramp west, and continue west about 2 miles to the park. Admission is \$2 adult, under 15 \$1 and under 6 free.

For those who enjoy camping, 1 mile from U.S. 5 is the Travel Village. It is automobile club approved — providing showers, restrooms, recreation and game rooms, general store, and for those who like to rough it cable TV. The campground is exactly 1 mile from Indian Dunes.

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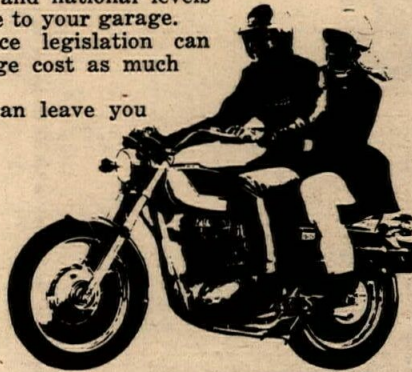
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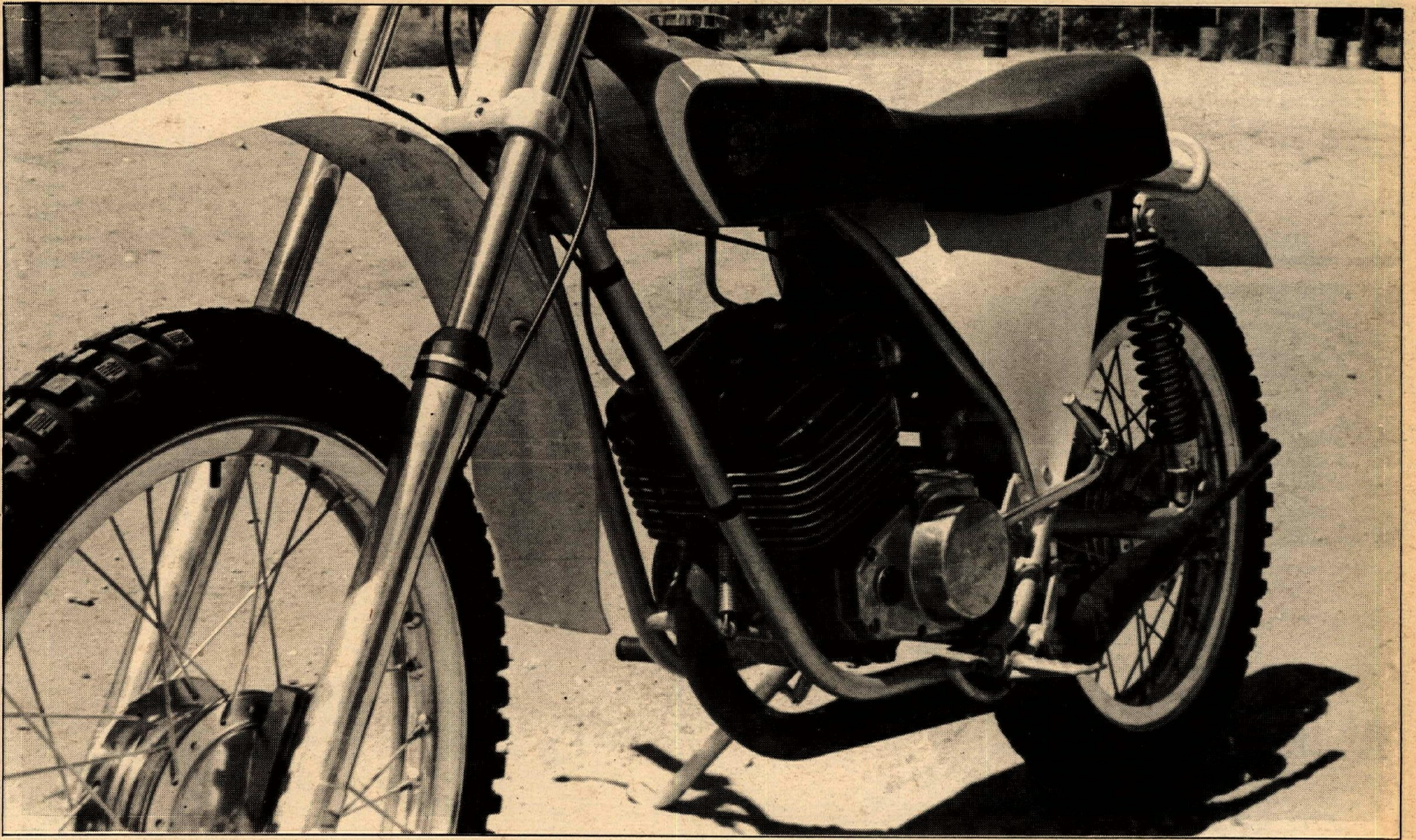
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The Moto Villa 125. Kickstarter will be changed on production model, and a silencer will be fitted.

Moto Villa:

Another little beauty from Italy

Yet another entry has popped up in the ever-swelling ranks of lightweight dirt bikes — the Moto Villa 125. Those who follow

European road racing will recognize the name of Walter Villa, one of the top pavement scratchers over there. His daddy, Francisco, builds motorcycles.

Like most Italian machines, this 125 MXer is a handsome little number. It weighs in at 184 pounds, dry, has a close ratio 5-speed with straight-cut gears and electronic ignition. The engine, rated at 20 horsepower, has quite a wide power band for a 125 and will also be offered in a TT version

producing about 27 horses. The MX model is equipped with a 30mm Dellorto concentric carburetor.

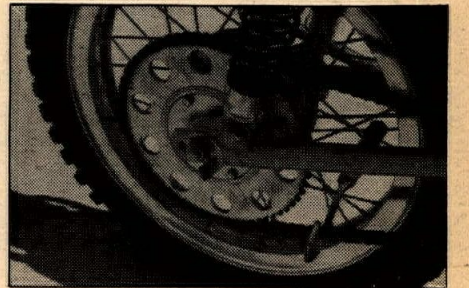
Wheelbase is 54.5" with suspension units by Marzocchi at both ends. The forks have 6¼" of travel. Tires are 2.50 x 21 and 3.50 x 18. The Moto Villa clears the ground by 9¼" and measures 31" to the top of the seat. The center of gravity seems a bit high, but the bike exhibited no problems in cornering, slow or fast.

Riding impressions compare favorably with CR-125 Honda, although the power characteristics are far different. The Honda accelerates more rapidly but also requires more gear changing within its narrower power band. The Moto Villa 125 seems to produce considerable torque for its size, and will power through turns with good grunt and minimal wheelspin.

Moto Villa also has a 250 in the works that should be available soon. We took a few laps on the prototype campaigned by Alex Jorgenson in Northern California and, though it seemed more than a little overweight, the 250 really hauls the lasagna. The machine behaves a lot like a 4-stroke TT machine, until the power really hooks in and the scenery starts to blur.

The engine in the prototype was lifted from one of Walter's road racers, and how the production item will

compare is hard to say. American Villa Imports in San Jose, California, is now setting up dealerships, and they also have a 450 MX in the forecast. That will be interesting, too.



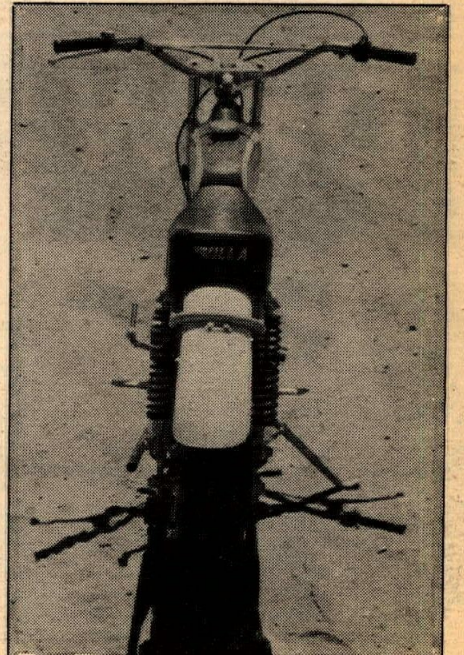
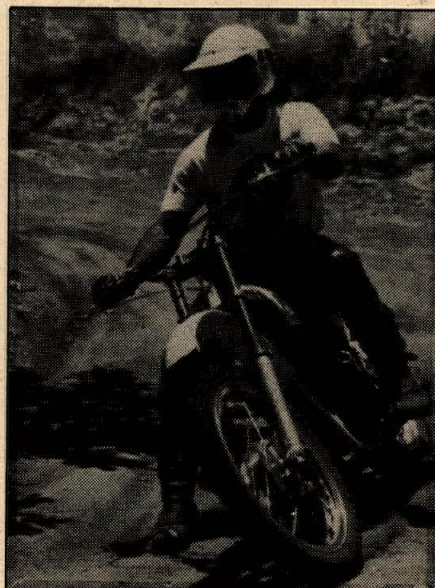
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The 250 prototype.





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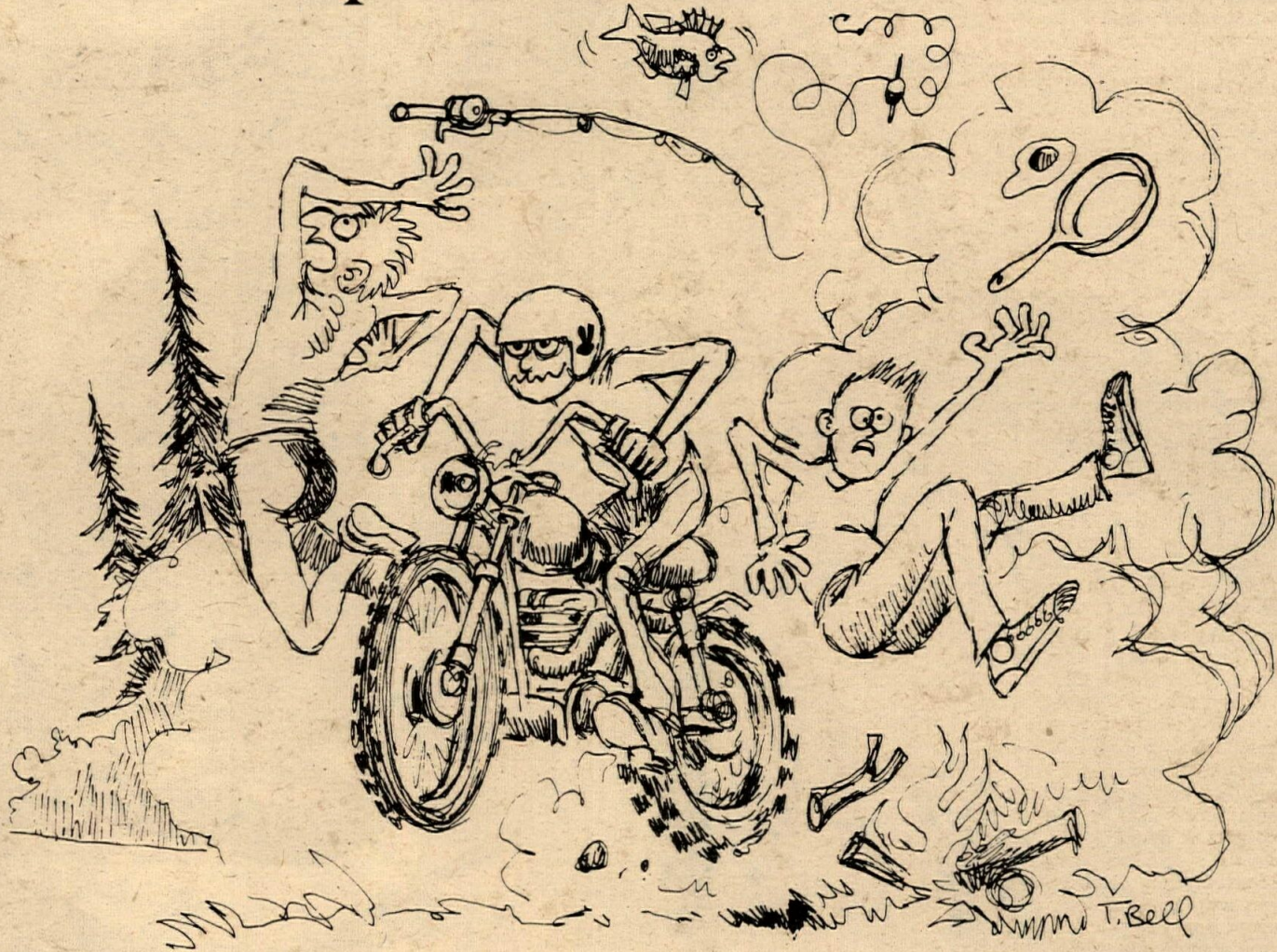
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The camper and the trail rider



Can they coexist?

By Al Foster

Every once in a while I climb on a bike and ride the pegs through the woods. So that makes me a weekend woods-

rider. But more often than not, I'm out camping somewhere by a lake or a creek, maybe lying in the sun or maybe laying out a fly-line. And on those days I can hate your guts.

A lot of campers hang a trail bike on their rigs and pop-pop their way around the campground. I've got a seventy-year-old friend who does that and I don't mind. When I've got my mind set on watching a woodpecker knock his brains out against a tree, any yahoo who wants to play wheelie within earshot of my campsite is getting on my turf. Like, you do your thing man, but don't do it on me.

When I straddle a bike, I'm out for the kicks that come there. When I'm camping, or canoeing, or backpacking, or horseback riding, then the sound of a cycle blatting through the woods just isn't music to my ears. Rider, there are times when I just don't like you and unless we learn to share the outdoors, there won't be any left for either of us.

So, you don't give a damn whether I like you or not? Brother, when the Forest Service or the Bureau of Land Management, or the state park people hold public hearings on recreational use of public lands, don't think that I, and other people like me, aren't going to sound off louder than a pair of unmuffled, out-of-tune pipes headed for the bottom of the hill at the local rockpile. And, like me or not, you gotta live with me.

All right. I'm coming down hard on the enduro rider, the rally rider, the hill climber and the weekend woods rider. That means I'm messing on your turf, on the chunk of the woods that you call your own. Tell me to stuff it in the sleeping bag and shut my tent flap. Unless, maybe you want to know why the

camper part of me is blowing so much smoke?

Climb out of that saddle for a couple of minutes. Squat down here on this rock where I've got a fire going and stir up some of the mud that passes for coffee in these parts. Try to be a camper for a few minutes.

It's real early in the spring. There are just a few campers in the Forest Service campground. If you look over your shoulder you can see the gin-clear water of the St. Francis river squeezing against the rocks. All you can hear is the rush of the water and maybe a few birds that are talking back and forth. Down the road there's a couple of kids throwing frisbees while their mother calls them to come eat breakfast. Nice, right?

So, across the river a little mosquito starts buzzing, only it's a trail bike. The Forest Ranger who comes by to collect your \$2 tells you that he had kicked the family out of the campground the day before because the kids were running the bike up and down the road. The rules, in that campground, are that a bike rider can come in and camp, but the roads are not for playing with a bike.

Hear him? He's buzzing up the field on the private land across the river. Maybe when he hits the end of the field he'll go on into the woods. Drink another cup of this stuff and keep listening. Now, if you listen all day, and into the night, you'll discover that family rides that bike up and down that twenty-acre field all day and well after dark.

Since you've climbed off your bike and are sitting by the fire, or walking around the woods, or taking the kids on a hike by the river, do you want to listen to that buzzer in the field for ten hours, non-stop?

You're right, that's an isolated case. Just a family with a new bike and everybody getting their turn. They figure they have moved away from the campground. They can't see us, they don't even know we're there. Unfortunately, you and I know where they are. But, everybody is entitled to make some mistakes and there will be another woodpecker to watch some other time.

Only, it was ducks, a flock of mallards that had settled down on a little lake that you reach only by driving for thirty minutes over rough logging roads. This is no established campground, just a Forest Service lake. Nobody else is there. You're after the ducks, not with a shotgun this time, but with a camera. You spend forty-five minutes drifting with the wind in your canoe, hoping to get close enough to get the quiet pictures you want. Now, don't move! Any movement of any kind will scare them off the lake. Now you cock the shutter release, you focus the telephoto lens very carefully. Let her drift just a minute more and you have it.

The Jolly Rovers weekend cycling and poker-run club makes its appearance. With a whoop and a holler, the first rider comes down the trail on the hill and twists the throttle open to run across the level ground of the dam. Behind him, at two minute intervals, come the rest of the crowd. One of them sees the canoe and waves a friendly hand. None of them see the ducks. They're long gone. So, you're not friendly and you don't wave back. Would you?

There's another campsite back in the woods on another trip. It's late fall and the colors are brown and orange and drab green with splashes of red on the sumac and poison ivy. You pitch a tent beside a hiking path that runs up a valley. The cleared space is small. You back the station wagon in. The fire-pit that someone else left is just on the edge of the path. It's fine, man, real fine.

You broil a steak for dinner, roll in early and start the next day with a couple of eggs and a slice of ham and a chunk of bread that's been heated over the fire for just a minute or two. Then you rig up a spinning outfit and cast a little for the bass and blue-gill in the lake, catching a couple that you clean and add to the lunch menu. Now, you're about unwound from your city job. That's what it's all about.

At exactly 1:45 p.m., the first bike spurts down the trail. It's a teenaged kid and his mother is right behind him

on her own bike. Is this a check-point? Check point for what? For the Peg-Stumpers Woods Rally! Sorry, ma'am, you must have missed the marker. She shakes her head at you, sort of shrugs her shoulders and weaves between your tent, station wagon and fire.

Then they come, one after another, big kids, little kids, skinny women, fat women, well-built women and a platoon of helmeted men of all ages and sizes. Hell, No! This is not the checkpoint and the trail dead-ends 100 yards up that way. They all have to see for themselves and the path between the station wagon, fire and tent is full of motorcycles for half an hour!

Yeah, Woods Rider, I'm sorry you missed your marker, but maybe you could detour around my campsite? And that pile of logs you jumped and scattered with your rear wheel? That was our firewood. Yeah, something happened to the marker and everybody makes mistakes, but you and I aren't going to go back to the city quite as happy as when we left.

Let's try again. This time it's Opelika Pond and we're looking for a place to camp that's remote and away from the crowded campgrounds. Back-to-nature and all that stuff.

Opelika Pond has a fringe of young pine trees along the road. Inside the area is a horse van that can hold a flock of bikes. There are several cars and one jeep and a nicely dressed group of family people at a bunch of picnic tables. So, we stand around watching the people and the bikes that scoot off into the woods and come back. One man leaves the table and comes over to us. Just looking, we say. It's a church group. That's right, a church group on one of those family runs with their bikes. All are muffled except for one dirt-track bike with a white number plate that a 15-year-old is riding. He's the one in the group that is making a name for himself and the man is apologetic about the muffler. He points out that they are very careful, that they stay on trails and that they don't ride the hills when the ground is wet and ruts up easy and you believe him. It's an honest, hard-working group of people out for a day doing their thing. Why not? They aren't hurting anybody or damaging the land.

Then the guy with the jeep loads up a bunch of kids and takes them for a ride. Since we're visiting with these people and aren't in any hurry, we're there when the jeep comes back. He's the guy who knows the forest trails and helps lay out their courses. Real nice guy who takes the kids for a ride. When he comes back, with dust boiling behind the four-wheel drive, he short-cuts into the campground, right over one of the ten-year-old pine trees, bending it down and stripping the bark off one side. The kids had a great ride and what's one tree in a forest? The guy you've been talking to invites you to pitch your tent and join the group. Do you want to?

Like I said when I started, I like to get on a bike sometimes. I'm not very good, but I can kick the gears in and know when to get up on the pegs.

So, if I, the camper, sound off about bikes and woods riders at a public hearing and you're sitting there wondering why I can't understand that you want to use the woods too, remember those days that you left the helmet and face mask behind and sat by a campfire while the buzzing went on and on and on, and remember that you heard me cussing pretty loud a couple of weeks ago as the trailer loads of cycles passed and the mud on the machines told you that they had been in the woods, that the ground was soft and wherever they had ridden, there was a rut up the hills eroding a ditch into the ground, the ground that you and I and our kids want to use together.

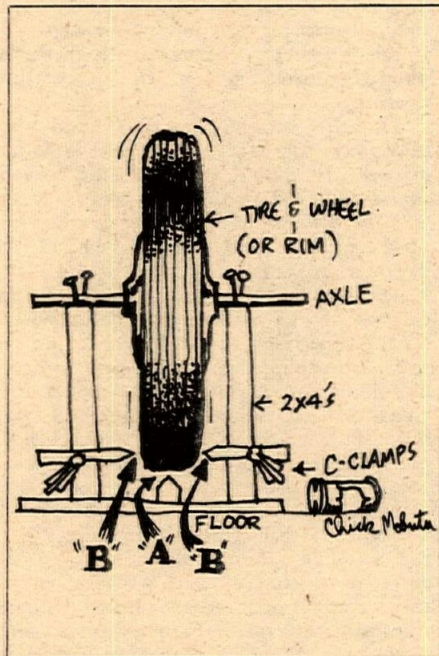
Spoking

By Richard Dunn

Most riders are completely boggled by one of man's oldest inventions: the wheel. Most of us have the theory down OK, but the seemingly arcane art of dealing with spokes is an area into which

few venture. Even if you understand the theoretical concept of the spoke, you could still very easily blow it if you leap in cold and try to lace up a new rim, so I recommend that you familiarize yourself gently. True your rims. If you can do this successfully and without too much hassle, you may be ready to lace a wheel. Bear in mind, though, that the master wheel-stringer reserves an especially scornful look for those who pass through his portals with a box containing a rim, a hub, and a tangle of spokes.

Truing a rim can sometimes be done on the bike. The only requirement is that the wheel be able to spin freely -- that is, rotate 7-8 times with a moderate spin. Many front wheels do this, but you've got to pull the chain before the rear will. If they won't, try cleaning and greasing the bearings. If that fails, you'll have to improvise a truing stand.



A truing stand need do only two things. It must hold the wheel so that it spins freely, and it must have adjustable gauges so you can observe dimensions "A" and "B". If you're doing it on the bike, you can use heavy solder on the forks or swingarm to make a pointer for "B", and a wood block for "A".

The plan is to spin the wheel and observe the amount of out-of-round by the change in "A". Find the spot where "A" is smallest. This is where the spokes are loosest. Tighten 3-4 spokes in either direction about 1/2 turn each, but more important, get them all to the same torque. Spin the wheel and do it again. It'll take several tries to get it, but don't nit-pick over less than 1/8" deviation -- it ain't worth it.

Now that you have "A" perfect, you get to mess it up by tuning up "B". Spin the tire and find the place where "B" is maximum on one side -- say the left. This means that all the spokes connected to the left side of the hub and the untrue segment of the rim are loose; tightening them will pull the rim back over to the left.

That's the essential plan, but it's sort of like saying that all you have to do to fix a transmission is take it apart and replace what's broken. True as far as it goes, but it leaves out a whole lot, and wheel-wise, the only way to learn is trial and error -- a whole lot of error at first. It takes a lot of patience.

To start from a pile of spokes and actually install a new rim, you use basically the same technique, but you tighten the spokes a whole lot more. I wouldn't attempt to do it without a model to go by, but you REALLY blew it if you destroyed BOTH rims. The other wheel will usually be laced about the same way. Most wheels have two different sizes of spokes, and some have four, so watch it!

After you've got everything trued up, be sure to take a grinder to the ends of the spokes sticking through the nipples. Otherwise they'll puncture the tube. Get them good and smooth and use a rim strap to cover them.

That's about all the written material there is on the subject without going into a 75-page thesis, but between the above, and a lot of practice well tempered with patience, you should emerge pretty well-spoken.

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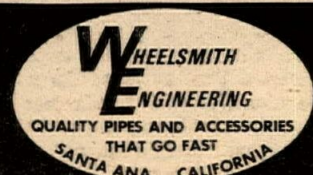
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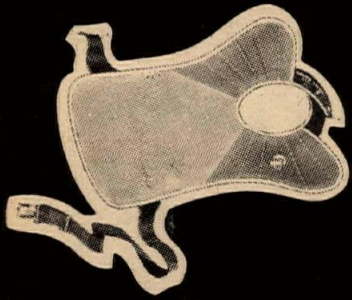
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The New Philly Trans-AMA

By Jim Gianatsis

PHILADELPHIA, PA., SEPT. 28

For the 15,000 spectators at the Philly Trans-AMA it was a wild scene, with most of the top European riders on hand to do

battle with the Americans on a tight and narrow course that was perfect for close destruction-derby type competition. The riders would just pick themselves up off the ground and ask when the lions were going to be turned loose. One thing was for certain though, last year's series was a benefit for Ake Jonsson and his Maico. This year the Maico Grand Prix team of Wolsink, Bauer and Weil, soon to be joined by Schutz, are going to be doing the house cleaning.

The only man capable of putting the hurt on the Maico might is Roger DeCoster and he's not racing. Sure, he was at Philly and will be following the entire series along with Suzuki teammate Sylvain Geboers, but their contracts with the factory are fulfilled if they start each race, not if they finish. Why should the 500cc World Champion bust his butt to win a few thousand dollars in prize money when he's just finished proving for the third straight year that he is the best.

500 International

Bumps hidden by the shadows of hay bales, the first turn was a dog leg after the start, only ten feet wide. Roger and Adolf Weil raced into it side by side as the first of three 30-minute motos got

underway. Weil got through the turn first, DeCoster second, followed by Gerrit Wolsink. Geboers bit the dirt in a pileup at the back of the pack and retired.

On the second lap DeCoster was relegated to third place as Wolsink effortlessly pulled on past and moved up to the old man of the team, Weil, and the two proceeded to leave the rest of the pack behind. Gary Jones had his daddy's playbike, a box stock 400 Maico, hot on DeCoster and was waiting for the chance to zap the champ when on the fourth lap the Maico devoured its rear end, snapping the Girlings in half like match sticks as he landed off the eight-foot ski jump. Gary finished last, but Marty Tripes limped his Honda proto back to the pits with a broken sounding piston.

Willi Bauer played handlebars and knobbies with DeCoster over third place for a while, then zapped on past to catch up with Weil and Wolsink where the three Maico riders played freight train all the rest of the way to the checkered flag. Jim Pomeroy rode his new trick 400 Bultaco up to fifth place to take the top American position then went back to the pits to change his wheel. Everyone was breaking things on

the haybales, bumps, and banzai jumps. Karsmakers was sixth.

Moto 2

A malfunction of the starting gate necessitated a restart of the second moto, which saw the Maico gang taking to the lead again with DeCoster and Karsmakers in fourth and fifth.

Jimmy Weinert was fighting Gary Chaplin and Tim Hart in the middle of the pack when he went over a series of successively higher jumps aptly named the Grand Tetons, landed and promptly had his Kawasaki go in two different directions while he went a third way. Jim wasn't hurt, so all he could do was laugh and gain the admiration of the crowd.

Bauer took the win at the flag followed by Wolsink, then Karsmakers and Montesa's fast Finn, Kalevi Vehkonen. Weil was fifth; DeCoster had retired after being passed by Pierre.

Moto 3

With the start it was grey haired Weil, father of the team, back out in front then Bauer and Wolsink. The three were just playing games with each other, running at about 80 percent and playing tag with their fenders, looking every which way but where the track went. Bauer was so slow at one point that he stalled his bike in a tight turn and got zapped by Gary Jones on the now patchwork Maico. Getting his Maico perculating again Willi set out to catch back up with Jones but at after a few really quick laps on the destructo course his front wheel nipples broke and he had to pack it in. Karsmakers took over Willi's fourth place but it wasn't a safe place to be as he had to dodge flying parts as they fell from Jone's bike not too far ahead. Gary eased up and dropped back in the pack to try and finish as Pierre made a gallant, but

Tim Hart (2) squares a corner, leaving Gerrit Wolsink only haybales for running room.



useless effort to catch Weil and Wolsink.

The Germans were running slow and just biding their time to the end of the moto but to the spectators in the stands it looked like Pierre, and Jim Pomeroy in fourth, were catching them. When Pierre momentarily killed his Yamaha and Jim slipped his Bultaco into third place and moved even closer to the Germans the crowd went wild. They began coming down out of the stands and lining the edge of the track to cheer Jim on and just get closer to the action. Most of the artificial dirt had been worn away on the flat turns of the track by now to expose the asphalt beneath it, and Jim and Pierre were putting on beautiful full power slides on the asphalt as they tried to catch the Maicos.

With two laps to go in the moto the spectators went totally berserk and ran out onto the track, some of them to get closer to the action, but many to steal the course markers, banners and anything else associated with the race. Slower riders back in the pack were forced to stop in the wake of people around them, but the battle up front had to continue at full speed to decide the win. Pierre ran off the track a

number of times as he tried to dodge people. Gary Jones hit three. Tony Wynn centerpunched a kid who ran out in front of him, did an endo, and was hit from behind by another bike. As Tony pushed his crippled bike back to the pits a young kid ran up to Tony and asked him for his mouthguard as a souvenir.

Light Brown said it would be the last coliseum race that riders would be forced to attend in order to gain necessary points for a series.

Support Class

Rich Eierstedt put his factory Honda in the lead at the start of the first moto and stayed there. Tom Rapp (Bul) had second pace taken care of until he landed off the ski jump and had his handlebar break off on the throttle side. Riding around with one hand and using the other to work the throttle up against his hip Tom was able to finish as Ron Self (CZ) took second and Doug Grant (Bul) third.

Moto two saw John Borg get the best of the start on the tight track ahead of Bryar Holcomb (Bul) and that's how they finished. Doug Grant was trying to give them a hard time until he unloaded

and another set of handlebars got broken. Ron Pomeroy (Bul) pulled off third with Eierstedt fourth.

The final race was by far the best with Eierstedt getting away first but it only stayed that way for a lap when Rick spun out in the final high speed turn before the front straight. Borg inherited the lead then only to have Holcomb take it away on the next lap. Bryar began pulling away from John and was looking good, only to sideswipe a hay bale and catch a foot peg which put his Bul into a slide and sent him over the Grand Tetons sideways. John Borg (Yam) took the moto and the overall win.

Results:

500 International: 1. Gerrit Wolsink (Mai); 2. Adolf Weil (Mai); 3. Pierre Karsmakers (Yam); 4. Tim Hart (Yam); 5. Jim Pomeroy (Bul); 6. Tony Distefano (CZ); 7. Gary Chaplin (Hon); 8. Rich Thorwaldson (Suz); 9. Bob Harris (Mai); 10. Jim Cooke (Kaw); 11. Peter Lamppu (Kaw); 12. Willi Bauer (Mai); 13. Dave Doerschuk (Kaw); 14. Caludio Pesce (Bul); 15. Kalevi Vehkonen (Mon); 16. Tony Wynn (Mai); 17. Gary Jones (Mai); 18. John Franklin (Mai); 19. Sonny Defeo (Mai); 20. Marty Trips (Hon).

250 Support: 1. John Borg (Yam); 2. Rich Eierstedt (Hon); 3. Bryar Holcomb (Bul); 4. Bruce Dengler (Hon); 5. Ron Self (Mai); 6. Bob Grodzinski (Hon); 7. Ron Pomeroy (Bul); 8. Doug Grant (Bul); 9. Tom Doherty (Yam); 10. Joe Ferrini (Yam).



Michigan's John Borg won the 250 on a YZ.



DeCoster raced awhile, but his heart wasn't in it.

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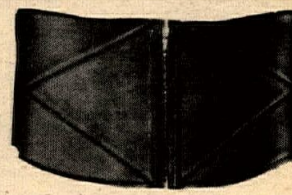
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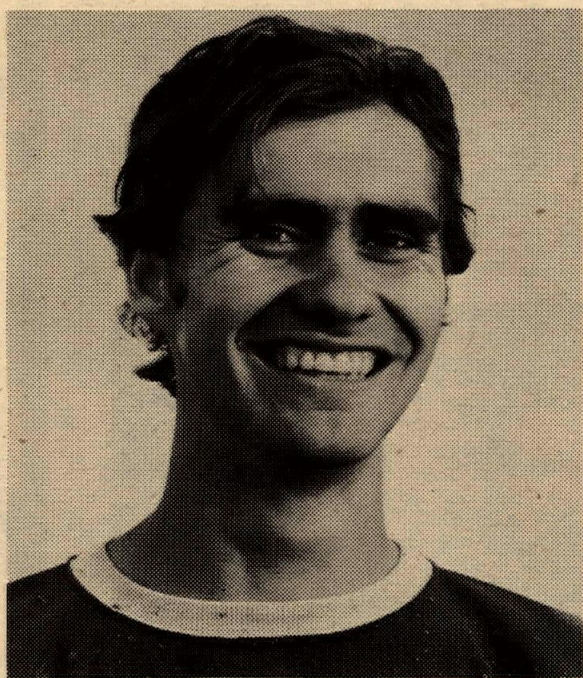


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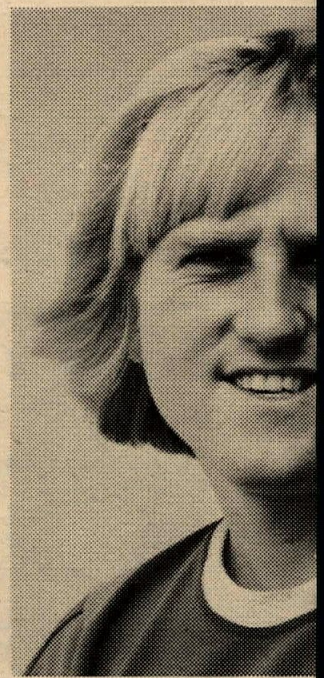
The clas



Jones, Gary, 21. First in his class—AMA 250cc Motocross. Winner overall in eight of the races on the circuit. Took point lead on July 22nd and never lost it.



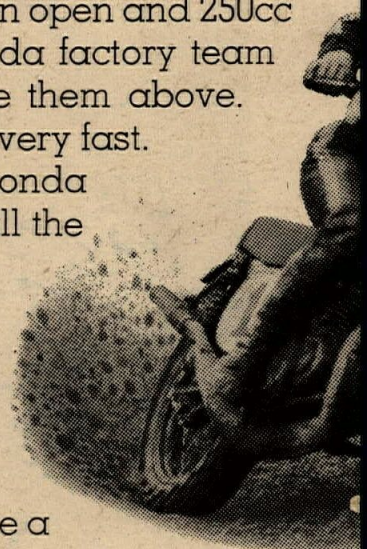
Tripes, Martin (Marty), 18. Class prodigy. Won first race at 13 and keeps getting faster. Treats the Superbowl of Motocross like he owns it. He does.



Chaplin, Gary, 20. Light when he watches Elsinores™ perform. maintained his winn

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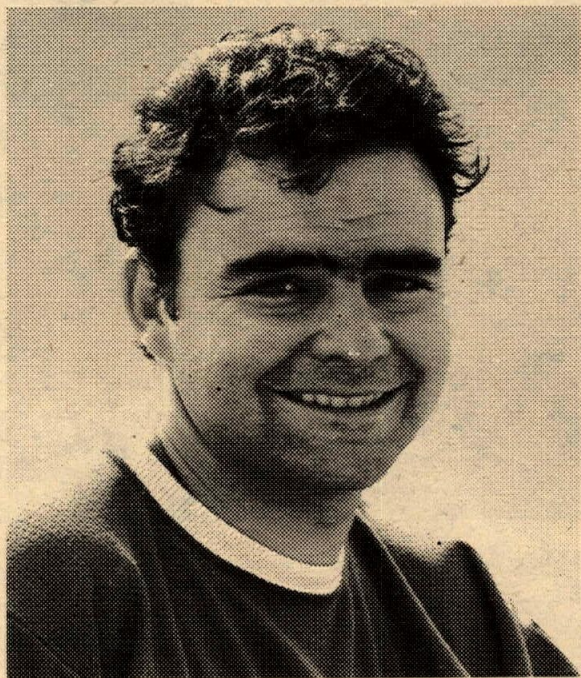
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Jones, Dewayne, 23. Older sibling in friendly rivalry with brother Gary. Often seen fighting with his brother at various motocross races—for the lead.



Eierstedt, Richard (Rick), 19. Another youngster with an impressive history and big future. Honda Elsinore gives him the winning edge.



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Jim Pomeroy was eighth, for second best American behind Mike Hartwig.

Copetown Trans-AMA

The Maico team rolls on

By Ray Ninness

COPETOWN ONTARIO, CANADA, SEPT. 30

Maico ace Adolf Weil topped the overall standings at the Canadian round of the Trans-AMA motocross series. The event, held

on the rolling, grassy hills of Copetown, Ontario, was well attended, with a field of top entries that left the American riders fighting to place in the top ten overall.

Sylvain Geboers pushed his works Suzuki to fourth and third placings to take the second overall position ahead of Gerrit Wolsink, Heikki Mikkola and

Willi Bauer. Husky works rider Mike Hartwig was the top American finisher, ending up sixth overall.

500 International Class

Gary Jones led the pack up the hill and into the sweeping right hand turn as the Maicos of Wolsink, Weil and Bauer trailed him from the gate. Australian

Lou Alderton overcooked his CZ into the turn and tangled with the snow fence that rings the course taking down Jim Weinert, Ron Keys and John Bance with him; each rejoined the race far back.

Jones held his lead until, in rapid succession, the shocks gave out and his Maico seized from a small particle ingested into the carb that leaned the engine out. By halfway it was a Maico parade with Wolsink, Weil and Bauer evenly spaced as they circuted the course. Sylvain Geboers, who seems to have cured his fork/shock problems, was leading teammate DeCoster in a race long duel for fourth place, while Heikki Mikkola, Mike Hartwig and CCM rider Bob Wright motored further back. Jim Weinert was putting on a spirited charge, moving from well back in the pack to twelfth at the finish, while Brad Lackey, the victim of mechanical

Roger DeCoster could do not better than seventh.



Sylvain Geboers (Suz) was second.





Adolf Weil (Mai), middle-aged moto man, was first overall.

difficulties, sat in the pits.

Weil made a late charge at Wolsink but Wolsink had enough in reserve to dial it on and pull away.

Wolsink had the second moto all to himself and appeared to be heading for a well deserved overall victory until the halfway point when the left shock failed and slipped the Dutch rider into sixth place at the finish. Adolf Weil immediately took advantage of Wolsink's misfortune, then spent most of his time holding off a determined Heikki Mikkola who stayed right on the German's tail. Roger DeCoster ran into bad luck in the second moto also as his right shock let go, but the World 500cc Champion managed to keep going and move up steadily in the standings until his frame broke two laps from the end. Husky riders Hartwig and Bengt Aberg were going at it heavy in a duel until Hartwig broke loose to move up to fourth. Mikkola pressured Weil for the lead near the end of moto two, but time was the villain, with Weil leading Mikkola Geboers, Hartwig and Bauer across the finish line.

250 Support Class

Tom Rapp and Bryar Holcomb made Copetown a one-two sweep for Bultaco as they used consistency to cop the top overall spots in the Support class.

The racing in each moto became a follow the leader event with Rapp,

Holcomb, Frank Stacey, Kari Nissinen and Bob Thompson finishing first through fifth in each of the two legs and in that order for overall placing.

Open Support

The Open Support class could be termed as almost a carbon copy of the 250 Support races with the top riders playing follow the leader for the top three spots then flip-flopped the next spots for some excitement.

Jeff Wicker, Doug Wilson and Tom Kratzer won the overall top three spots with identical one-two-three placing in each moto, while Bob Wetzel and Lisle Gilbert rounded out the top five places.

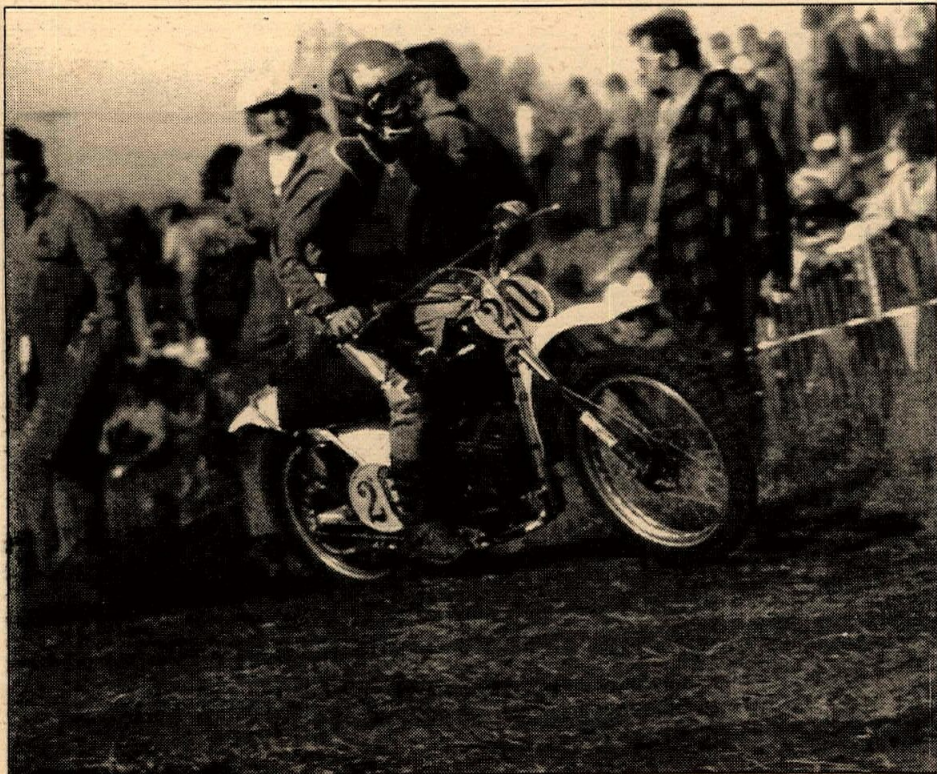
Results

International Class: 1. Adolf Weil (Mai). 2. Sylvain Geboers (Suz). 3. Gerrit Wolsink (Mai). 4. Heikki Mikkola (Hus). 5. Willi Bauer (Mai). 6. Mike Hartwig (Hus). 7. Roger DeCoster (Suz). 8. Jim Pomeroy (Bul). 9. Bengt Aberg (Hus). 10. James Weinert (Kaw). 11. Bob Wright (CCM-BSA). 12. Vlastimil Valek (CZ). 13. Mike Runyard (Suz). 14. Mark Blackwell (Hus). 15. Tim Hart (Yam). 16. Peter Lamppu (Kaw). 17. James Ellis (Yam). 18. Seppo Makinen (CZ). 19. Jorma Rautiainen (CZ). 20. Tony DiStefano (CZ).

250 Support: 1. Tom Rapp (Bul). 2. Bryar Holcomb (Bul). 3. Frank Stacey (CZ). 4. Kari Nissinen (Yam). 5. Bob Thompson (Hus). 6. Paul Nesse (Yam). 7. ? 8. Gregory Davis (Yam). 9. Brett Jackson (Hon). 10. Edward Kopp (Mai).

Open Support: 1. Jeff Wicker (Kaw). 2. Douglas Wilson (Yam). 3. Tom Kratzer (Yam). 4. Bob Wetzel (Hus). 5. Lisle Gilbert (Hus). 6. Paul Duncan (Kaw). 7. Samuel Juriga (Hus). 8. Maurice Brown (Hus). 9. John Hueston (Hus). 10. Jim Szita (Kaw).

Heikki Mikkola managed a fourth for Husqvarna.



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This was one of the Little Tuffy's easier sections.

Little Tuffy Enduro

By James Wallis

RED MOUNTAIN, CAL., SEPT. 30
"Ladies and Gentlemen, have I got a deal for you. For a paltry sum of a mere \$8.00, I will give you one of the best beatings of your life." This is what W.C. Fields would have said if he was President of URA. Fortunately, or unfortunately depending on the way you look at it,

URA has people like Joe Striss and Larry Langley promoting their enduros. Now when URA promotes a family enduro it is easy — when they promote a tough enduro it's usually demanding of even an "A" rider. However, once a year URA lets Joe and Larry out of their cages to diabolically lay out (their soon to become classic), Little Tuffy Enduro. "A" riders were told it would be tough and fun; "B" riders were told it would be tough and very little fun; "C" riders were called on the phone and told how

hard it was going to be and were asked for verification as to whether or not they still wanted to ride. Would we call Joe and Larry sadists — if so, what does that make us and the 500 entries — Masochists, Joe and Larry say!

The normally well organized URA group again proved that hard work, cooperation and lots of course marking time pays off. Compared to last year's run I think it was a little harder but marked much better. All the checks seemed to be managed well and all but one seemed to be right on.

The course itself started on a fun road that wound around Red Mountain, then turned to cross 395 at the Acro station; from this we climbed up several steep hills to finally reach Government peak at about six miles out. A sign pointing down at this point showed you where to go. It was fantastic! A downhill that as you looked got steeper and steeper until the only way to see the run was to just push on over the side. As I was taking some pictures at the top of the hill a guy on a CZ looked over my shoulder at this downhill and said "Mah Gawd, there must be some mistake."

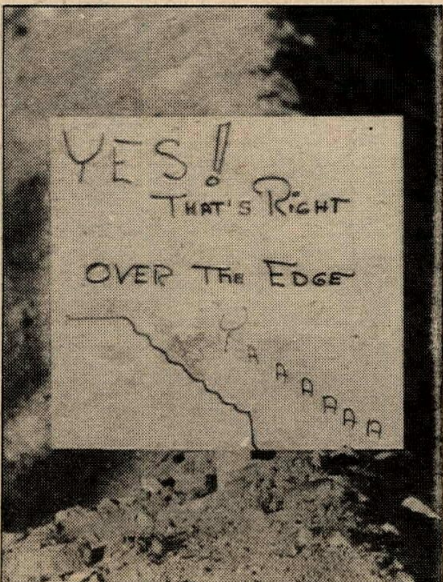
This was only the beginning you see, because at the end of the first loop the course ran along the base of Red Mountain then straight up on a rough rocky road that ended at the saddle between the two peaks of the mountain. Now, last year they ran us up this way but we turned left at the top and went down a narrow rock canyon with a speed average of 2 MPH. However, this year at the same spot you went straight about 100 more feet to go down a super steep powder/shale hill that emptied into a canyon that was harder than last year's and had a higher speed average. I scratch my helmet when I think about that one. Well, they said it was going to be tough. We finished that loop only to go out on the second. It was shorter but still very hard in some sections. There were a couple of uphill, one of which was a loose powdery shale that offered no groove at all, so therefore very little traction. At one point there were bodies all over this particular downhill.

Surprisingly there was a large finishing percentage. I hear as high as 70%, also, very few injuries considering the terrain. The injuries were taken care of by Service Search and Rescue assisted most ably by IRRC radio crew. Quite a professional way to run any type of racing event.

Sampling the view of some of the riders; Carl Price (three points down) said it was tough but very interesting and fun. Dave Evans said he was a little hot in points but he still enjoyed himself along with his daughter Debbie, who also finished. Attendance as far as Southern California riders was tremendous. The teams present were Mettco Team, Bultaco Team, Iron Horse, P.M.C., Bar Benders, etc. Overall an impressive turnout.

In summary I think this again was a well prepared and executed enduro. URA reputation as race promoters is receiving widespread approval as a club who does what they say they are going to do. Regardless of what other Cycle News contributors say about URA "the proof is in the pudding". P.S. The Little Tuffy was tough!

At least the downhill was marked.



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M.O.R.E. from the Capitol

By Russ Sanford

Green Stickies/Orange Stickies

In spite of all of the furor raised over "green stickies", we (and other knowledgeable groups) still take pride that we were

instrumental in getting the "green stickie" law passed. Here are a few reasons why:

1. One license costing \$7.50 per year allows you to ride on all public lands which are open to off-roading. You don't need four or more different licenses costing from \$10 to \$15 per year, each.
2. Because \$2 of the \$7.50 annual fee is returned to your county of residence as an In Lieu Tax, you don't have to pay \$12 to \$15 per year in personal property taxes for your dirt bike.
3. Out of the \$7.50 per year license fee, \$3 per year is put into the Off Highway Vehicle Fund for the purpose of establishing riding areas and a statewide trail network for the exclusive use of off-road vehicles. The OHV Fund will be used for city, county, and regional off-road areas.
4. The "green stickie" law officially recognizes the operation of dirt bikes as a responsible and lawful form of outdoor recreation thus avoiding much of the 'hassle' to which we were previously subjected.
5. The "green stickie" law was a stepping stone in achieving other beneficial off-road legislation. For example, the automatic transfer of millions of dollars into the OHV Fund from gasoline sales tax funds (see below).

Certain misguided individuals have bad mouthed the "green stickie" program from the beginning. Their motives are questionable, but they couldn't have hurt our sport more. As a result of their misunderstanding of the program, most dirt bikers have fought the "green stickie" program by refusing to register their dirt bikes.

This refusal has meant that State Parks and Recreation, which administers the Off Highway Vehicle Fund, has not received sufficient monies to establish the riding areas and trail networks. This, in turn, presents those motorcyclists who are resisting the "green stickie" program, with the argument that motorcyclists get nothing for their money. If we never got anything at all, I would rather pay \$7.50 per year for a "green stickie" than \$40 to \$50 per year per dirt bike, as would have happened without the "green stickie" law.

When the "green stickie" law was drafted, MORE alone insisted that there should be certain exclusions from registration. Those exclusions were for dirt bikes operated solely upon private property, or solely at commercial motorcycle parks, or solely in closed-course, sanctioned competition. We had two reasons for such exclusions: (1) it was improper to force licensing for those uses, and (2) it provided an exclusion which allowed a person to transport their dirt bike upon the highway without being stopped and hassled by enforcement officials at every block.

Now, those exclusions that MORE demanded have caused the apparent failure of the "green stickie" program. Our legislators are under heavy fire from the persons who support the "green stickie" program to make State Parks and Recreation provide the promised riding areas and trail networks. The

legislators also understand that the lack of compliance with the "green stickie" law results in the lack of funds for such purposes. Therefore, legislation has been introduced which will remove the exclusions from the "green stickie" law and thus provide the CHP and various Sheriff's Departments with the ability to enforce the "green stickie" law. They will enforce the law by not allowing any motorcycle to be transported over a street or highway unless it is registered: either with a "green stickie" or an "orange stickie".

Orange Stickies For Racers

The legislation which has been introduced (AB 1421, Chappie) in essence provides that all off-road vehicles (including dirt bikes) must be registered under one of two programs: (1) the "green stickie" program which would allow us to transport our "dirt bikes" over the streets and highways and ride them on the public lands, or (2) a new program (dubbed the "orange stickie" program) which for \$5 would allow us only to transport our "dirt bikes" over the streets and highways. The "orange stickie" does not allow operation on public lands: only on private property, commercial motorcycle parks, or in closed-course, sanctioned competition in areas and events not otherwise requiring "green stickies".

At this point, we have three courses of action available to us:

1. Attempt to defeat AB 1421, which will result in the "green stickie" program struggling along not providing us with much of anything, or,
2. Obtain an amendment to AB 1421 that will remove the aforementioned exclusions from the "green stickie" law, thus making the program enforceable and making funds available for statewide riding areas and trail networks, or,
3. Support the "orange stickie" program. Our opinion is that once enacted, you will not like the "orange stickie" program even though it is initially cheaper. Under the "orange stickie" program you will pay your county a personal property tax of \$12 to \$15, annually, for each "dirt bike" or other off-road vehicle. You will be arrested and fined if you ride on public lands with an "orange stickie". And, what we feel to be most important, is that the "orange stickie" program does not generate one cent that can be used to provide exclusive riding areas and trail networks. Or,
4. Abolish the existing state-controlled "green stickie" program. We will then be faced with the multiple-licensing problem (USFS, BLM, State, County, City) that confronted us prior to the "green stickie" law.

At this point, it is MORE's honest opinion that Alternative 2 (above) is the most logical and sound approach. This would put all dirt bikers into the program and generate the funds needed for exclusive riding areas and trail networks. Should there be any doubt that State Parks and Recreation would not use the funds for the intended purpose, let us reassure you that several legislators and other state agencies stand ready to move the OHV Program to

some other department which will respond to our needs.

Green Stickies Pay For Bike Park

In 1962, representatives from various local motorcycle clubs approached the County of Sacramento with a request to set aside some public land for off-road motorcycling. In 1962, at the most, there were no more than a couple thousand dirt-bikes in Sacramento County, so local motorcyclists were quite pleased when a 35-acre site was established near the American River in C.M. Goethe Park.

Now there are 42,000 dirt-bikes in Sacramento County and the original 35-acre site has dwindled to 28 acres. But we haven't been idle. Since early 1968, local motorcyclists have continuously hammered away at the County Board of Supervisors to provide a larger and safer off-road vehicle area. For several years, the 'County Fathers' proclaimed that they heard our pleas but there wasn't any money for the project. With the advent of the 'green stickie' (OHV Registration) program, the County Supervisors began to look at our problem in earnest. It would take days to recap all of the events which followed, but one of the highlights was a 'parks and recreation bond issue' given to the voters last November. Even though it included a much-publicized item called a "mechanical park" at the tune of a half-million dollars, the bond issue was overwhelmingly approved.

With a half-million dollars earmarked for a "mechanical park", the Sacramento County Parks and Recreation District went to work in earnest. Under the leadership of Parks and Recreation Director Jim Malcolm, who had long advocated such a facility, an advisory committee was established and site selection got under way. A site approximating 800 acres was selected and negotiations with the property owner began. This was not without problems, because the Sierra Club (true to form) opposed every site but an abandoned garbage dump and they weren't too sure about that.

At this point in time, the Sacramento County Parks and Recreation Department is completing the purchase of the selected site. However, it will be nearly two years before the area can be used for its intended purpose due to the necessity of compiling Environmental Impact Statements and Reports, as required by law. Then, too, certain facilities must be established before the new site can be used.

Interim Plan

Due to the overcrowded and unsafe nature of the existing 28-acre site in C.M. Goethe Park, and due to the objections of neighboring landowners to noise and dust, this site of 11-years standing was closed on September 1st of this year. But, all is not lost!

The County of Sacramento is so much aware of the need for a "mechanical park", that it has negotiated the two-year lease of a 355-acre site to be used as an off-road riding area in the interim. It opened on September 1st, the same date that the existing site was closed. It can be used immediately because it is situated on land which is under permit for such use as the McGill Motorcycle Park. All basic facilities are already available in the form of paved parking, more-than-adequate sanitation, water, electricity, and concessions. The area also includes a large, modern building which can be used by motorcycle groups for meetings, parties, dances, etc.

The "green stickie" program is involved in this interim facility in several ways. First, the half-million dollars approved by the voters for a mechanical park, cannot be used to pay the cost of the land to be leased as an interim measure. However, that portion of the OHV (green stickie) fund which is available for use by local governments can be used for such purposes and it is the intent of Sacramento County to apply for sufficient funds to cover the \$33,000 per year lease. This will make Sacramento County the first county to make use of the "green stickie" funds provided that all necessary approvals are obtained.

"Green stickies" are involved in another way and that is a requirement that users of this free facility must have

either a "green stickie" or a license plate on their bike.

And still another involvement, is that the California Department of Motor Vehicles will establish a 'sub-station' at the site to ensure everyone the opportunity to use the facility, after obtaining a 'green stickie', if they don't already have one.

A few other requirements must be met to use the new, interim facility. However, they appear quite reasonable.

1. Riders must wear helmets (except for trials events), full leg coverings, and hard-soled shoes.
2. Bikes must be equipped with mufflers, spark arrestors, operating brakes, and the 'green stickie'.
3. Operators over 18 years of age must possess a valid Operator's License.
4. Operators between 15½ and 18 years of age must possess a valid Operator's Permit and a notarized assumption of liability from their parent must be on file at the facility.
5. Operators under 15½ must be accompanied or under the supervision of an adult and a notarized assumption of liability from their parent must be on file at the facility.

The parent may accompany children under 18 at the time of their first visit to the facility. A Notary Public will be on hand at all times to notarize the necessary forms, which will also be provided free of charge.

The County Parks and Recreation Department is strongly considering other plans which will only create improvements. One such plan is to provide free secured storage for mini-bikes and larger bikes, thus allowing youngsters to leave their machines at the facility. Service organizations such as the YMCA will be called upon to provide shuttle-bus service to the facility, thus allowing youngsters below licensing age to use the facility when parents are unable to transport them. How about that?

All in all, Sacramento motorcyclists are quite excited with the prospects of this new, interim facility and especially the permanent facility which will be made available later on.

All of a sudden, the prospect of having an exclusive riding area, free from hikers, horsemen, bird watchers, ad infinitum, and free of charge, seems to be well worth the \$7.50 per year cost of the "green stickie".

Bikes Visit Sierra Club

By John D. Ulrich

LOS ANGELES, CAL., SEPT. 18

Most motorcyclists do not usually think of the Sierra Club, a national conservation organization with about 80,000 members in California, as being composed of persons interested in looking at motorcycles. But look they did, and even praise in some cases, at a Desert Conservation Subcommittee meeting featuring two bikes built for the enduro market.

Larry Moss, the Southern California Representative for the Sierra Club, had this to say about the demonstration. "The Honda XL 175 was relatively quiet, the other was an abomination. If people want to have a minimum of people in society upset with them, they'll buy a quiet bike...to keep people off their backs. If quietness would become a selling point, and if people would start looking for quiet bikes, the manufacturers would do even better (in quieting bikes)."

Other ORV related topics discussed at the meeting included a new Sierra Club film concerning the ORV land use situation in Southern California. In the movie, Joe Fontaine, Sierra Club Vice President, admonishes "We can't go on with our recreational range war...the conflict must be resolved."

Joe Edmiston answered charges that the Sierra Club backed out on deals negotiated with ORV groups through the Off-Road Vehicle Advisory Council put together by the BLM. Edmiston said that the Sierra Club representatives to ORVAC were not authorized to make deals, and that the Club never stated that it was bound by ORVAC majority votes. Club members feel that ORVAC was loaded in the favor of groups opposing Sierra Club policies, as well.

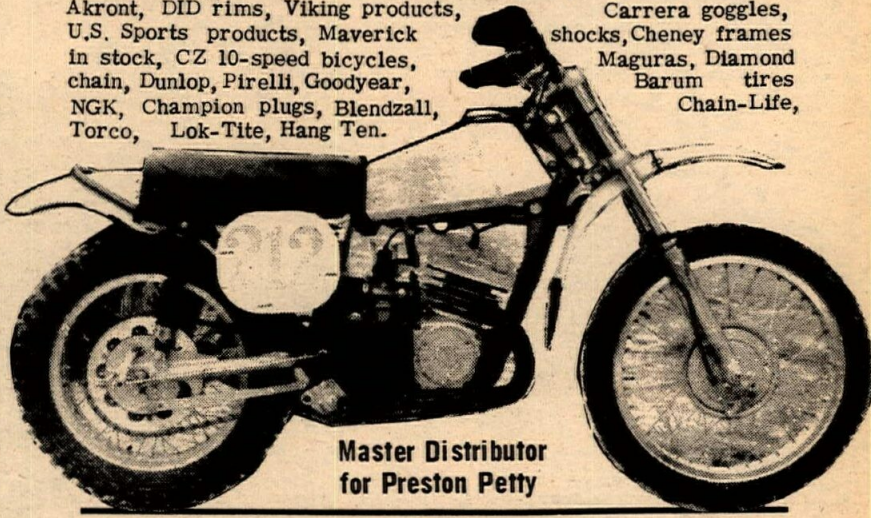


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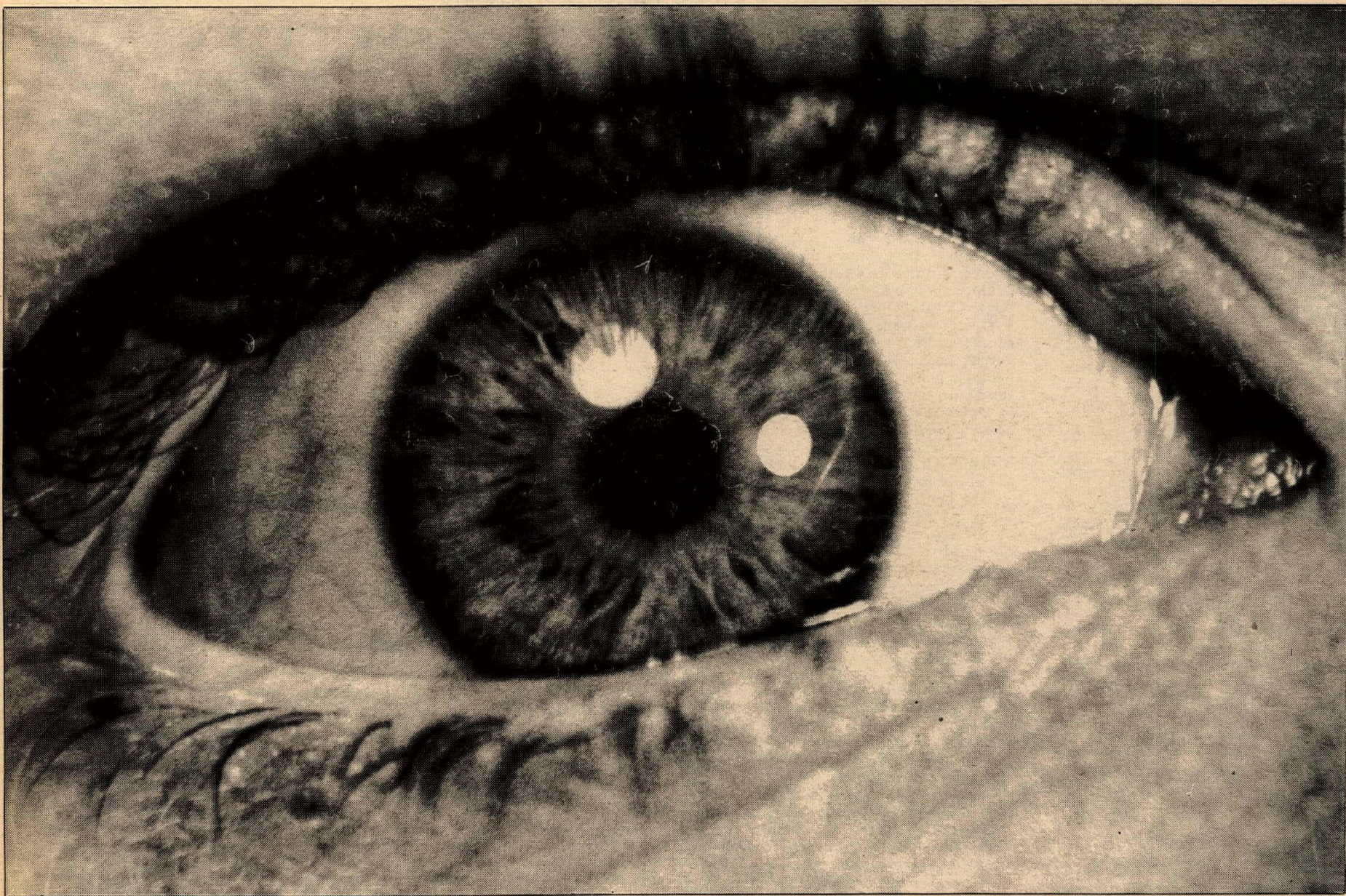
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ea, there was Baz, and he sent unto riderkind cynical sayings of the earth, fards of the sea, and fouls in the air. And man wondered what manner of diety be Baz, and he sent unto Him an offering, that perhaps he might knoweth of and shareth in the manna of life, that ascribed to attainment of Baz's box. And Baz reareth up in fury, and he

sayeth, "Thou hast thou much nerve, knave, that thou hast desireth of Baz's box, that thou mightest attain my bread and manna of life, that thouest might upsurpth my position in the cycle of the universe, and yet thou be a mere peon."

And man felt shame and sorrow, and begged forgiveness, saying that he only aspired to fill his emptiness and end his hunger, and obtain manna for his efforts.

Once more Baz reared, but being good and being great, Baz was kind, and offered advice and consolation for man. "Eyes are very ordinary," sayeth Baz, "potatoes have eyes, dogs have eyes, hippos have eyes. I need something unordinary to make my page work. Think Bizarre". And man slunk away to do ordinary things and speak to ordinary, mere men, in the search for manna, and man attained manna on a small scale.

And it came to pass after two seasons that Baz was no more sending wisdoms unto man in the accustomed manner, and that he had taken his cynical sayings, fards, and fouls away from mere riderkind, blessing instead a much specialized form of life known as a motoxkind, and man was sad.

And it came to pass after two more seasons that man was taken up into the former household that was the fountainhead of Baz, and was saved from the evil of the infinite boxcar. And the rightful holder of Baz's old position and power, but not his glory, came to man, and

lamented the blankness of a page. And man, not knowing what he doeth, lept into the void, and filled it, and sang with joy. "At last," thought man, "a use for my old photo file." And man was happy.

And a moon came and moon went, and man was overcome with shame and consternation, for a tootsie of long standing reminded him of whenst he came, and Baz's first rear of anger...and man knew that he had, indeed, a lot of nerve, and he was sorry, for no mere man could ever be the diety that was.

Man felt bad that he had taken the page that was Baz's and dwelled in Baz's home. And man thought and thought, and when he did, he thought well. And a voice said to him, "Feel not quilt, man, for thou hast gotten every bit of what thou hast deserved." And he knew it was Baz.

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It was a three-loop hare 'n hound, and the Dusters obviously lived up to their name.

Fishback Takes Dusters Hare and Hound

By Dick Wright

FREMONT VALLEY, CAL., SEPT. 30

Nineteen-year-old Jim Fishback got it all together today and won the Dusters M.C. three loop hare and hound. Jim logged just over two hours of rough riding over a choppy course in deep sand on his big 400 CZ, tuned by his dad out of Yamaha of Fontana.

The Dusters M.C. put a lot of work into their race, as we haven't had a three loop H & H for a long time. The banner for the start dropped at 9:15 a.m. and on the trail five miles out it was big Jim with a good lead over Mitch Mayes. Then came a very fast Amateur, Larry Jordan; also Art Knapp was up there and another Amateur, Bryan Bennett. Mayes was able to stay with Fishback, and at the second check was only about a half mile behind.

Also A.C. Bakken and Tom Muto were having a go at it but in the tight duel they ran into each other and both did endo's fighting for fourth spot, which more less put them out of the running. Cordis Brooks moved into third spot, but then a bum knee started acting up and he had to cool it. Meanwhile, the Novices had started and Dan Harris on a very fast 175 Yamaha had the lead and was really making it; eventual winner Robert Balentine was second.

Fishback made it into the first gas

check with a minute lead over Mayes and took off for the second loop of 35 miles. The second loop had a steep rocky hill in it but Jim made the loop in

good time, checked in and out and headed for the final loop. A long time went by and no Mayes; we heard he did his front wheel in and dropped out. Art

Jim Fishback finished 12 minutes ahead of second place Art Knapp.



Knapp was now in second spot, and Bill Friant was third on a Penton 125 and Bryan Bennett had moved past Jordan to hold first Amateur and fourth overall.

The finish was in the same place as the first gas check, the course ran like a clover leaf, and we were waiting for the winner after this 100-mile desert race. Jim's pits were waiting with fingers crossed as he has had back luck after coming back from a shoulder injury two months ago, but the young tiger brought it into the finish line with an unbelievable 12-minute lead over a happy Art Knapp on a Tracy tuned Husky. In fact Tracy got out of sick bay to prepare the bike. Fishback and Knapp both agreed, "the course was one of the best of the year, they went over a lot of new trails; they just went all out."

Dick Harris pulled in third on his San Fernando Yamaha tuned Yamie. Bill Friant took fourth on the 125 Penton and Bryan Bennett took fifth and first Amateur on his Yamaha. First 250 Amateur and tenth overall went to Chuck Pettigrew on a new Cooper; it looked tricky. It must have been a big bike course as there were only two lightweights in the first ten spots. First 250 Expert was Ron Music. He was being pushed hard by his good buddie Allen Lund, both on Bultacos.

The 100 class was a close battle between Larry Roeseler and Bruce Ogilvie. On the second loop they were going at it in each turn and came through the pits ten feet apart. But Bruce got a flat rear tire in the last ten miles and Roeseler picked up the win with Bruce still close behind; both were mounted on Harleys.

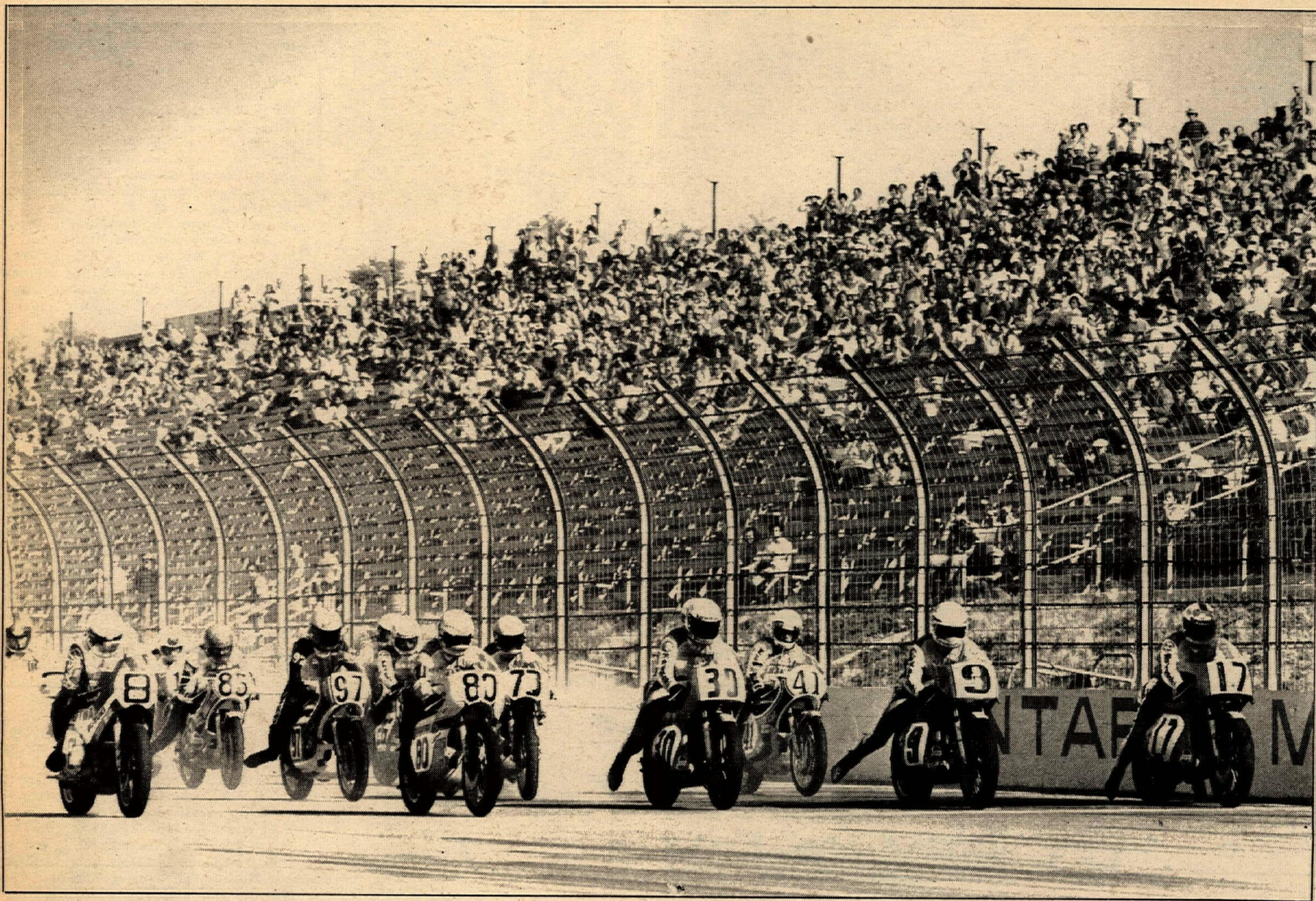
First Amateur 175 went to Jerry Nelson on a Penton, and Lee Coldwell picked up first 100 Amateur on his Hodaka. The Novice leaders were really making some time; we were surprised to see Robert Balentine on a Yamaha pull in 69th overall after that 15 minute later start. Second was 18-year-old Dan Harris on his 175 Yamaha, followed by Bob Deleplaine and Alan May, both on big Huskys. Then came our first 250 Novice, Jim Steel on a Husky. First 100cc Novice was fourteen year old Tom Kelley; he's a little tiger and will bear watched in the future.

Results

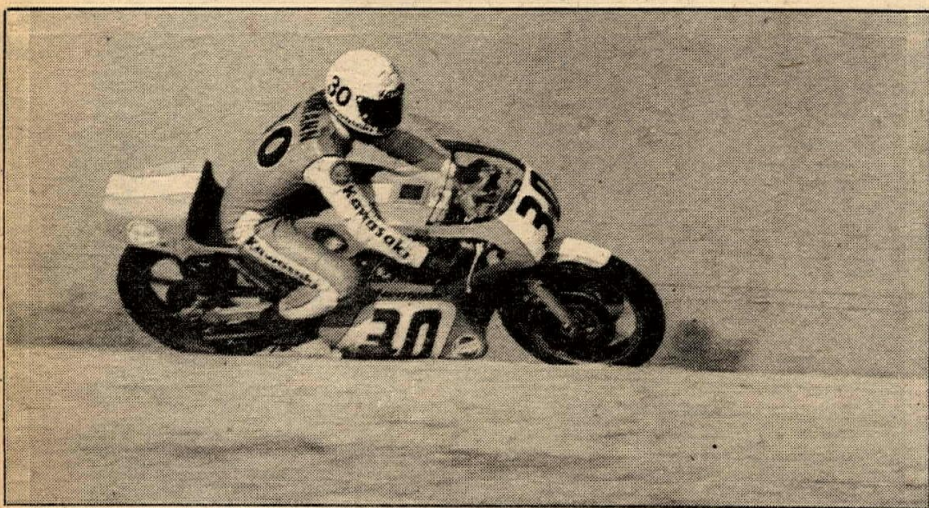
Overall: 1. Jim Fishback (CZ) Op. Ex. 2. Art Knapp (Hus) Op. Ex. 3. Dick Harris (Yam) Op. Ex. 4. Bill Friant (Pent) 125 Ex. 5. Bryan Bennett (Yam) Op. Ex. 6. Tom Smith (Yam) Op. Ex. 7. Jim Summers (Hus) Op. Ex. 8. Rick Shirey (Yam) Op. Ex. 9. Steve Staats (Hon) Op. Ex. 10. Chuck Pettigrew (Coo) 250 Am. 11. Larry Jordan (Yam) Op. Am. 12. Terry Davis (Yam) Op. Ex. 13. Ron Music (Bul) 250 Ex. 14. Allen Lund (Bul) 250 Ex. 15. Dave Lapraik (Yam) 250 Ex. 16. Larry Roeseler (H-D) 100 Ex. 2nd 100 Ex: Bruce Ogilvie (H-D) 100 Ex. 3rd 100 Ex: Bob Rullen. 2nd Div 2 Ex: Jim Wheeler (Hus) 175 Ex. 2nd 250 Am: Jim Eveland (Yam) 250 Am. 3rd 250 Am: Craig Kerdus (Yam) 250 Am. 1st 125 Ex: Ken Wolf (DKW) 125 Ex. 1st Div. 2 Am: Jerry Nelson (Pen) 175 Am. 1st Op Nov: Robert Balentine (Yam) Op Nov. 1st Div. 2 Nov: Dan Harris (Yam) 175 Nov. 2nd Op Nov: Rob Deleplaine (Hus) Op Nov. 3rd Op Nov: Alan May (Hus) Op Nov. 1st 250 Nov: Jim Steel (Hus) 250 Nov. 1st 100 Nov: Tom Kelley (Hod) 100 Nov.

Fast Jim in action.



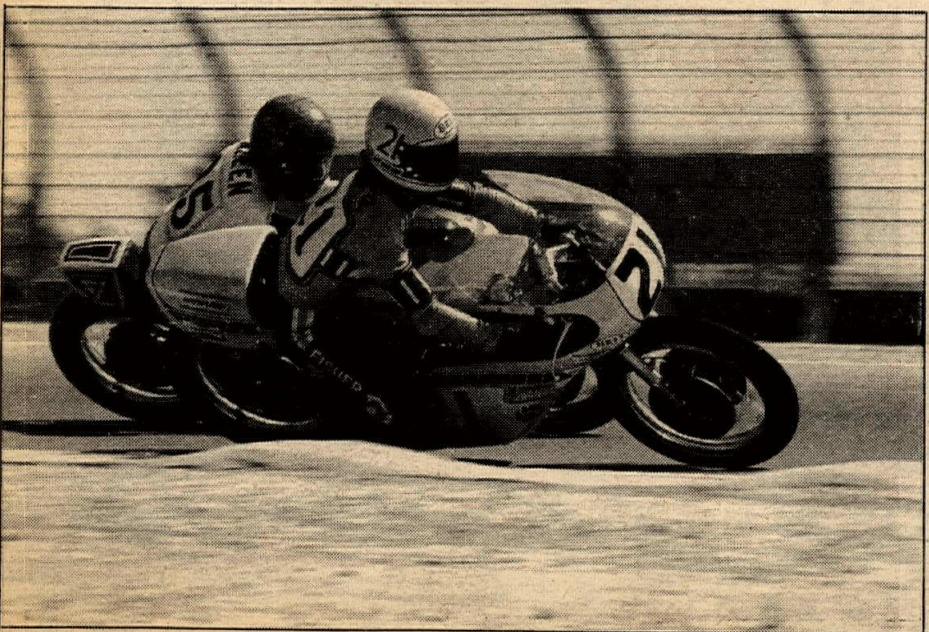


The second heat gets away. Sparse crowd was estimated at 12,000.



Art Baumann finished a luckless season with a third.

Gary Fisher (21) and Jim Allen dice in the heat.



Yvon leads Kawasaki sweep with wins at both ends

Photos by Steve French/Brooks Institute & Art Friedman

ONTARIO, CAL., SEPT. 30

They finished both heats the same way: The Kawasaki trio of Yvon DuHamel, Gary Nixon, and Art Baumann leading the factory

Yamaha of Ken Roberts, the Suzuki of Paul Smart, and the Fred Deeley Yamaha of rookie Steve Baker. And when it was all over there wasn't an "if only" to be heard anywhere because none of the leaders crashed or broke down. It was a clean, untarnished, significant victory for DuHamel and Kawasaki.

Heats

The heat races were as good as any racing all weekend. Baumann edged out DuHamel for the first heat win. In the second heat, Nixon traded the lead with Gary Scott (Tri) and Cliff Carr (Kaw) for all five laps. Scott was giving away a horrendous amount of horsepower to the Kawasakis but he made it back up in the infield where he was going faster than anyone. Exiting the last turn of the last lap it was Scott, followed by Nixon and Carr. But things got reversed by the finish line and Carr led Nixon for the win.

First 125 Mile Segment

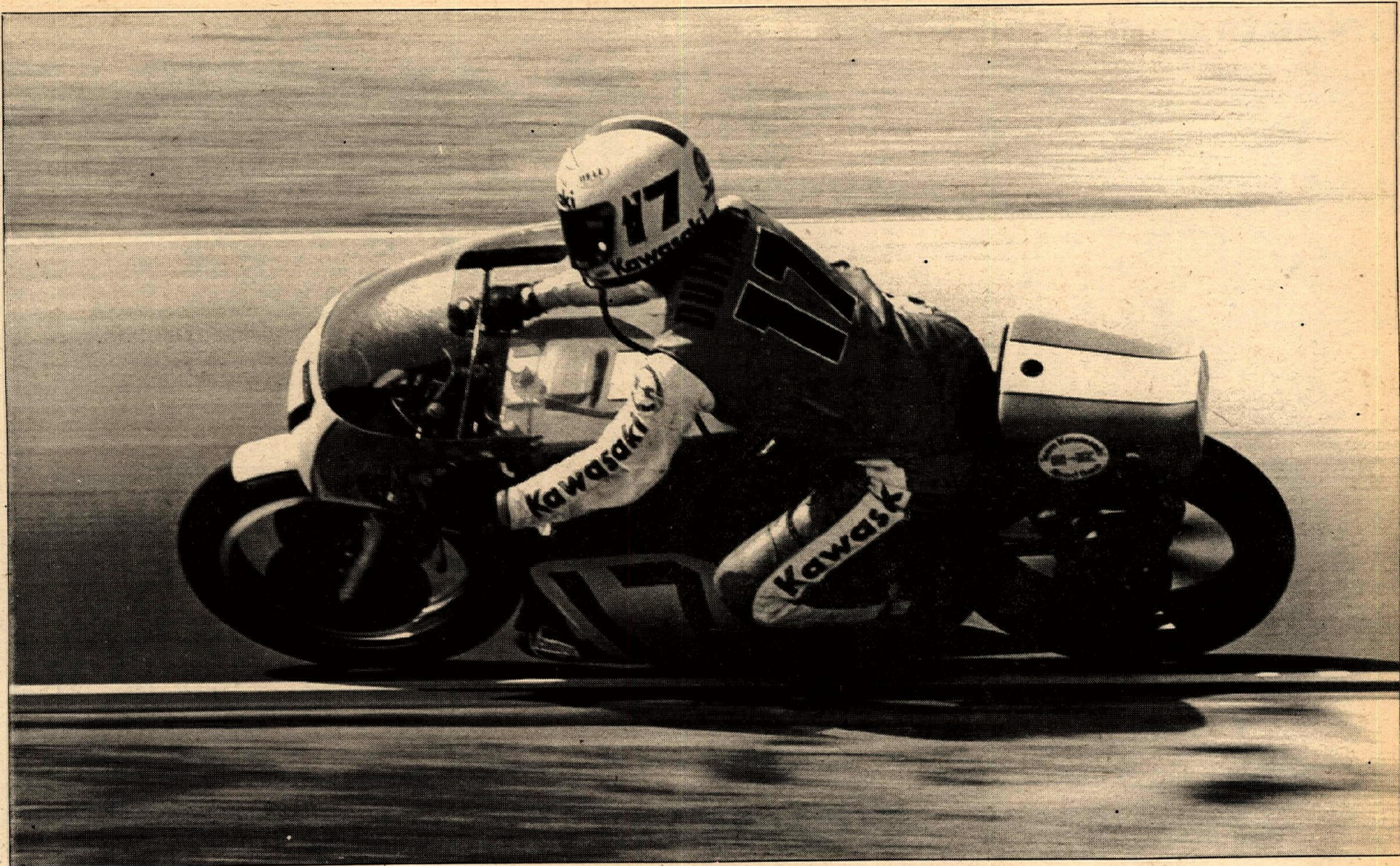
Yvon DuHamel jumped into the lead

immediately with Art Baumann and Gary Nixon filling the next two spots ahead of Kenny Roberts. Peter Williams, all the way from England, didn't start because of a "Petrol" leak. His countryman Mick Grant, who initially cut quite a swath from the back row where he started because of a mechanical failure in the heat, soon retired after passing about half of the field.

The front four, DuHamel, Baumann, Nixon, and Roberts began to put distance on the rest of the field as Nixon began to stalk Baumann. On lap six he caught and passed Baumann and went to work on Yvon.

In the meantime there were a rash of retirements. The Harleys of Rayborn and Lawwill went belly up and they pulled into the pits together. Rayborn's broke a cylinder. Dave Aldana came in and out of the pits with an oil leak before he retired.

Gary Scott, although plagued by a loose seat, passed Cliff Carr and went after Hurley Wilvert, who was running



Yvon did it cleanly, winning both segments by virtue of being the fastest, not the longest lasting.

sixth. Paul Smart had gotten the poor start that Suzukis are burdened with but had passed over a dozen riders for fifth by lap eight.

Up front Gary Nixon caught DuHamel, passed him in turn 10, and started collecting the \$50 per lap money. Gary missed the money posted by Gary Nixon Enterprises by one lap. For five laps Nixon led, then DuHamel retook the lead. They ran wheel to wheel for a few laps until the Kawasaki pit crew started calling them in for gas. DuHamel was first, then Nixon got a sensational stop and returned to the track in front of Yvon to take the lead when Baumann made his stop on the following lap.

Pit stops provide other diversions, too. Carr and Ron Grant pitted at the same time and got away at the same time, demonstrating the far greater acceleration of the Kawasaki. Kel Carruthers got a very quick gas-up — three seconds.

In the meantime, DuHamel passed Nixon again, this time for good despite several attempts to close up by Nixon before he slowed in the late laps. DuHamel lapped eleventh and twelfth places, Ron Grant and Cliff Carr.

The question, after the first segment, was "Can the Kawasaki hold together for another 125 miles?" By way of example, the first three riders in this heat had never finished 250 miles here before.

Second 125 Mile Segment

DuHamel made a poor start in the second segment, coming around fifth at the end of two laps. Nixon held the lead, dogged by Baumann. Cliff Carr worked into fourth behind Roberts. Yvon quickly worked his way up to second behind Gary.

Cliff Carr made a short lived bid, passing Roberts then Baumann for third before his engine seized. Carr hasn't rubbed off his bad luck yet.

Paul Smart passed Steve Baker to make things about the same as they were at the end of the first heat among the first six places. The only difference was that Nixon was ahead of DuHamel and Yvon quickly moved to remedy that. On lap twelve they crossed the finish line so evenly that the lap money would probably have to be split.

Behind them, Roberts made a

determined bid for third, passing Baumann on the outside of turn 15. The Kawasaki motored back by on the straight, Roberts then repassed in the infield. The matter was finally settled when they pitted for gas at the same time and Baumann's stop was faster and his acceleration greater.

In the meantime, Yvon turned it up to "cook" and set a new lap record (2:05) as he pulled away from Nixon. Yvon pitted for gas and returned to the fray behind Gary. But Gary's stop was faster, giving him the lead. Not for long, though, as Yvon, setting records at every turn, passed and pulled away again.

Gary Fisher pitted for gas and crashed in fuel spilled in previous stops. He got going but was penalized for an improper stop. The only real dice downfield was between Dick Mann, Gene Romero, and Dave Smith for eighth behind Jim Evans. They ran nose to tail for many laps before a decision in favor of Romero.

With six laps to go, Baumann was passed by Roberts in the infield, and Art, who has had such a luckless season, had to go to work again. He wicked it up and moved away to the flag.

With three laps to go, Yvon relaxed and coasted in for his second win in two Nationals, becoming the only rider to win back-to-back this year.

Results:

Unofficial Finish: 1. Yvon DuHamel (Kaw 1-1) \$28,700; 2. Gary Nixon (Kaw 2-2) \$14,900; 3. Art Baumann (Kaw 3-3) \$8,675; 4. Kenny Roberts (Yam 4-4) \$2,200; 5. Paul Smart (Suz 5-5) \$1,400; 6. Steve Baker (Yam 6-6) \$1,000; 7. Kel Carruthers (Yam 7-8) \$800; 8. Gene Romero (Tri 9-9) \$700; 9. Ron Pierce (Yam 8-12) \$600; 10. Ron Grant (Suz 11-11) \$500; 11. Dick Mann (Tri 14-10) \$400; 12. Reg Pridmore (BMW 16-13) \$350; 13. Jim Evans (Yam 25-17) \$325; 14. Dave Damron (Suz 21-15) \$300; 15. Larry Schafer (H-D 19-19) \$275; 16. Dave Smith (Yam 15-14) \$250; 17. Bob Wakefield (Yam 24-16) \$225; 18. Conrad Urbanowski (Yam 23-17) \$200; 19. Don Castro (Yam 22-18) \$200; 20. Jim Allen (Yam 13-29) \$175; 21. Cliff Carr (Kaw 12-30) \$175; 22. Kaseino Masaharu (Yam 17-27) \$150; 23. Gary Fisher (Yam 10-35) \$150; 24. Gary Scott (Tri 33-14) \$125; 25. Eddie Mulder (Tri 27-21) \$125; 26. Bob Bailey (Tri 29-22) \$100; 27. Jim Berry (Yam 28-23) \$100; 28. Doug Sehl (H-D 18-37) \$75; 29. John Hateley (Tri 26-31); 30. George Miller (Yam 30-28) \$50.

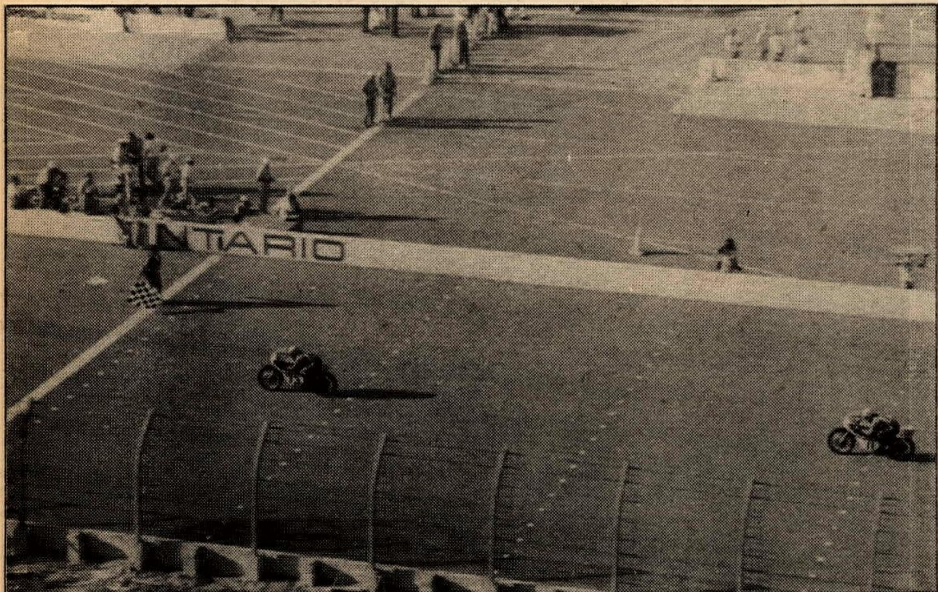
Time of heats: 1:23.48 Speed: 89.526 MPH—1:24.00 Speed: 88.976 MPH.

NOTE: There is a disagreement in some of the places. Don Castro may have finished behind Eddie Mulder. Jim Evans may actually be 11th, behind Ron Grant, and Garys Fisher and Scott may reverse their positions with Scott leading Fisher.

A moment of drama before the second segment. If either of these men won he would take home maximum gold from the Champion Spark Plug Classic. Yvon (right) and Gary give each other the hairy eyeball.



Roberts leads Combined



It ended at the flag like this; Carruthers leads his teammate, Castro.

ONTARIO, CAL., SEPT. 29

Kenny Roberts, the new National champ, has never won a National road race, but he has won most of the Lightweight Combined events this season. Today he did it again.

This was the last race where the Kawasaki singles had a chance of beating the Yamaha twins because next year the Yamaha 250's will be water cooled. But Kawasaki's chances at Ontario weren't too good because of the long front straight that made their lack of power a significant disadvantage.

Things weren't helped any as Art Baumann on one of the two team Bighorns got away fourth from last as Gary Fisher led the pack through the first lap.

Gary Nixon on a Noguchi Yamaha displaced Roberts for second and then took the lead from Fisher. Roberts took the lead at the end of the infield a while later as Don Castro moved up to second with DuHamel coming along on the only Kawasaki in contention. DuHamel made his move in the infield, taking the lead briefly until the straight came up and the Yamahas went by.

Roberts and Castro pulled away from the Kawasaki and Roberts began to open it up a bit on his teammate. Fisher and Kel Carruthers passed DuHamel to give the Yamaha team the first four places. Nixon, DuHamel, and that amazing rookie, Steve Baker, were still in contention for third, however.

Baker slipped by DuHamel on lap five, and Carruthers and Fisher dueled for third. The five rider fight got interesting a few laps later. DuHamel came from the back of the five to lead only to have all four of his companions repossess him. Fisher now held third until Nixon took it for a moment.

A short while later Nixon retired with a gearbox leak. The duel of the five had brought them to within striking range of Castro in second. Carruthers

pulled away from the other three — Baker and DuHamel were swapping fifth place about twice a lap and took up the chase, overtaking Castro at about a second per lap.

On lap 17 the struggle finally broke up. Fisher pulled away and Baker shook DuHamel. A few laps later Yvon's scooter broke and he was out.

Attention was turned to the Carruthers-Castro battle as Carruthers caught his teammate and passed him at the end of the front straight, and began to trade the position every few laps, losing in traffic, gaining by slipstreaming.

The last lap was a thriller in the last half of the infield, in turn 10, the pair, running tightly together, came up on a slower rider. Carruthers went to one side, Castro the other. Space was very, very limited for a moment. "We both locked up our brakes and I thought Kel was going to eat it," said Castro later. Kel didn't eat it. In fact, he emerged in front of Don, who pulled along side of him in turn 15, only to lose again in 16.

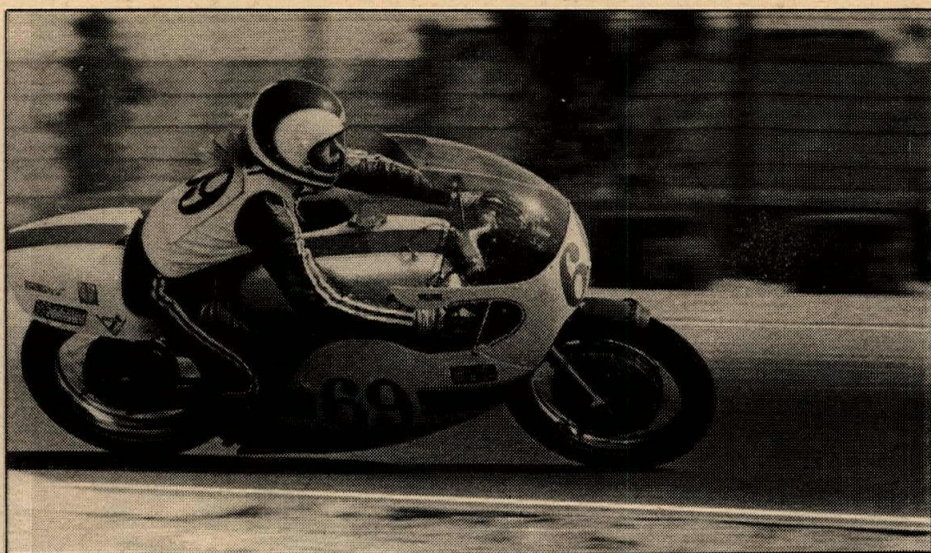
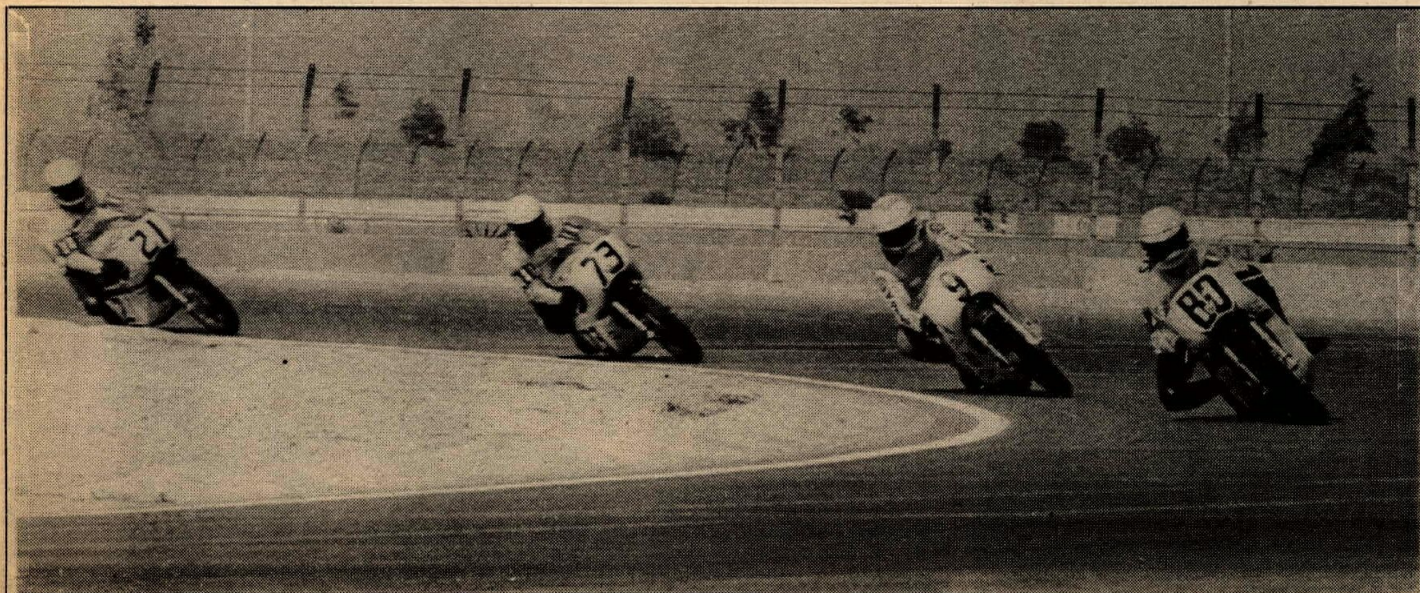
Kel emerged from turn 19 with just enough ground to keep Castro from slipstreaming by him on their way to the checkered flag, well behind winner Roberts. A ways back Gary Fisher made it 100 percent for the Yamaha team by taking fourth.

In the meantime, Steve Baker was having some trouble. His bike quit on the last lap and he ended up pushing across just after Art Baumann, who had started well down, came across the line in seventh behind Jim Dunn in fifth and James Allen in sixth.

Results:

1. Kenny Roberts (Yam); 2. Kel Carruthers (Yam); 3. Don Castro (Yam); 4. Gary Fisher (Yam); 5. Jim Dunn (Yam); 6. James Allen (Yam); 7. Art Baumann (Kaw); 8. Steve Belan (Yam); 9. Conrad Urbanowski (Yam); 10. Mike Devlin (Yam); 11. Dave Smith (Yam); 12. Harry Cone (Yam); 13. Ron Pierce (Yam); 14. Asao Inami (Yam); 15. Alan Soddon (Yam); 16. David Watkins (Yam); 17. Bruce Lind (Yam); 18. Wade Killon (Yam); 19. Alan Barbic (Yam); 20. Yvon DuHamel (Kaw).
Time 1:26:56 (86.344 MPH)

The scrap for second started like this with Roberts (80) going away...



Wes Cooley scored a long distance victory.

Cool Cooley wins Novice

ONTARIO, CAL., SEPT. 29

If anyone has the qualifications to be a successful road racer it's Wes Cooley, whose father runs the ACA, a Southern California road

racing association of long standing.

This year, however, the Novice class has been dominated mostly by Jay Levingston. Cooley was one of the few riders to break Levingston's Novice road race domination when he won at Dallas.

But today Levingston was absent, and a rustling of hope spread through the Novice class.

Walt Foster had a bad day beginning with the first heat. He led until he fell in turn 19. He got up to finish sixth, but the win went to Tom Carroll, followed by Bill Peters and Rohn Ishnael.

The second five-lap heat was a runaway for Cooley who had a tremendous lead over Kevin Stafford and Richard Seifried. All the leaders were riding Yamahas. At this point it looked like Cooley's race.

But Cooley's engine wasn't running cleanly in mid-range and he made a poor start. He wasn't as bad off as Foster, however, who was delayed almost a lap before he got running.

It was Kevin Stafford who led the first lap with Ishnael challenging for the lead. Peters was third followed by Cooley until he took third in the 12 through 15 left hand series of turns.

As Ishnael opened up a lead on Stafford, Cooley caught Stafford and passed him just before the infield straight, but Stafford slipstreamed back into second. On the straights Cooley seemed to be lacking for power slightly. But by lap 5, Cooley had taken over second and was closing on Ishnael.

Just as they began to lap slower riders, Cooley took the lead in turn 15 only to lose it again on the straight. Wes was back into the lead in turn 9 and opened it up as Ishnael slowed slightly, allowing Stafford to take second.

By lap 10 Rohn Ishnael had slipped to fifth as his engine continued to sour, allowing John Sloimine and Richard Seifried to pass him and begin to dice for third. Ishnael finally retired a few laps later.

As Cooley opened up his lead, Pat Klein and Skip Aksland began to debate the ownership of fifth spot. After a while they were joined by Whitney Blakeslee, the only rider to figure in the race who was riding anything but a Yamaha. Blakeslee rides a Kawasaki Bighorn that was giving back to the Yamahas on the straight most of what it was making up on the infield. The fifth place contest was finally settled in favor of Klein, but Aksland was dropped to seventh by the late lap charge of Bill Peters to sixth. Blakeslee finished eighth.

Cooley, way out in front, wasn't having any of it. In the closing laps of the race Wes overtook Walt Foster and lapped him. Foster put on a burst of speed and unlapped himself. For a moment it looked as though Wes might be sucked into racing with Foster, but cool Cooley let him go.

Cooley's father hung out a pit sign: "I love you-Dad", and Wes took the checkers.

Results:

1. Wes Cooley (Yam); 2. Kevin Stafford (Yam); 3. Richard Seifried (Yam); 4. John Sloimine (Yam); 5. Pat Klein (Yam); 6. William Peters Jr. (Yam); 7. Skip Aksland (Yam); 8. Whitney Blakeslee (Kaw); 9. Robert Hartley (Yam); 10. Ken Botham (Yam); 11. Tommy Bright (Yam); 12. Phil Pascoe (Yam); 13. Rich Chambers (Yam); 14. John Talarico (Yam); 15. Roger Glickman (Yam); 16. Al Slocum (Yam); 17. Eric Paloheimo (Yam); 18. Norm Fraijo (Yam); 19. Kurt Lentz (Yam); 20. Marty Koop (Yam).
Time 55:45 (Average speed of winner: 82.946 MPH)

Kevin Stafford was second.



Junior: Evans makes it two Ontarios in a row

ONTARIO, CAL., SEPT. 30

The most exciting race of the weekend was the Junior event, won by Pat Evans who opened up a large lead, lost it, was passed two laps from the checkers, then re-took the lead for the win.

Eighteen-year-old Evans has ridden two other road races this season, but this was the first time, he said, that he had competitive equipment. His last win was the Novice race here last year. Evans shared the heat wins with Don Vesco sponsored teammate Mike Devlin who led Bob Endicott to the flag in the heat.

The opening lap of the main was led by Scott Brelsford on the factory Harley who surrendered the lead to Pat Hennen (Ron Grant Suzuki 750). On lap three Evans took the lead by driving outside of Hennen in the 11-12-14 series of turns only to be out-horsepowered on the straight.

For a moment Devlin came up to challenge before Evans began to pull away. In the process of pulling away Evans turned a 2:08, the fastest lap ever recorded by a Junior. By lap 18, Evans had an 18 second lead and began to cool it as Hennen pulled away from Devlin.

In the meantime, Brelsford, lying fourth was black flagged for an oil leak and pulled out. About this time the track began to get slippery and a whole assortment of riders came off in various turns. No one hurt. Ralph Hudson on a Suzuki 500 took over fourth place. By now, Evans, who has been getting "plus 20" (seconds) signals from his pit crew, had dropped 10 seconds off his fastest lap. "Don told me not to crash," he said later.

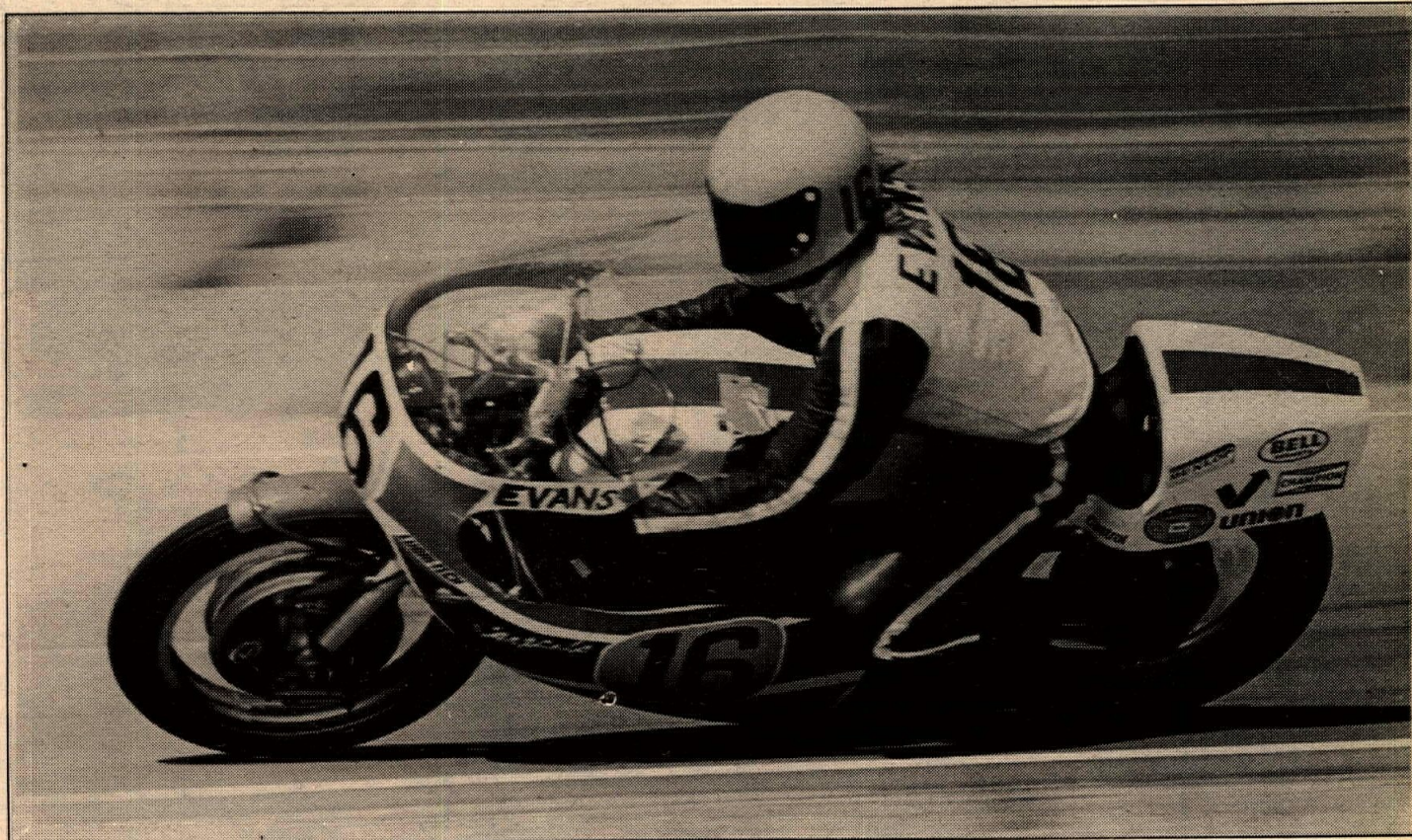
But the pit signals are inaccurate, Hennen is quickly catching Evans and he finally passes him on the straight. Evans thought that Hennen had crashed earlier in the race and was simply unlapping himself. He waves as he passes his pit crew "I'll let him go". Then Evans sees Hennen's pit signal "Place: 1" and realizes what has happened.

With two laps to go Evans goes back to work, passing the Suzuki on the last infield turns, but losing the lead again on the straight. On the last lap Evans' expansion chamber comes loose as he stuffs the 350 into a corner and rides around on it. Even this isn't enough to slow him down and he builds a lead in the infield, a lead that there isn't enough straightaway to the start/finish line for Hennen to overcome.

Behind Hennen, Mike Devlin brought the second Vesco Yamaha in for third after a fast, consistent ride. For a while Ralph Hudson seemed to be threatened by Alan Barbic, but he pulled away for a solid fourth.

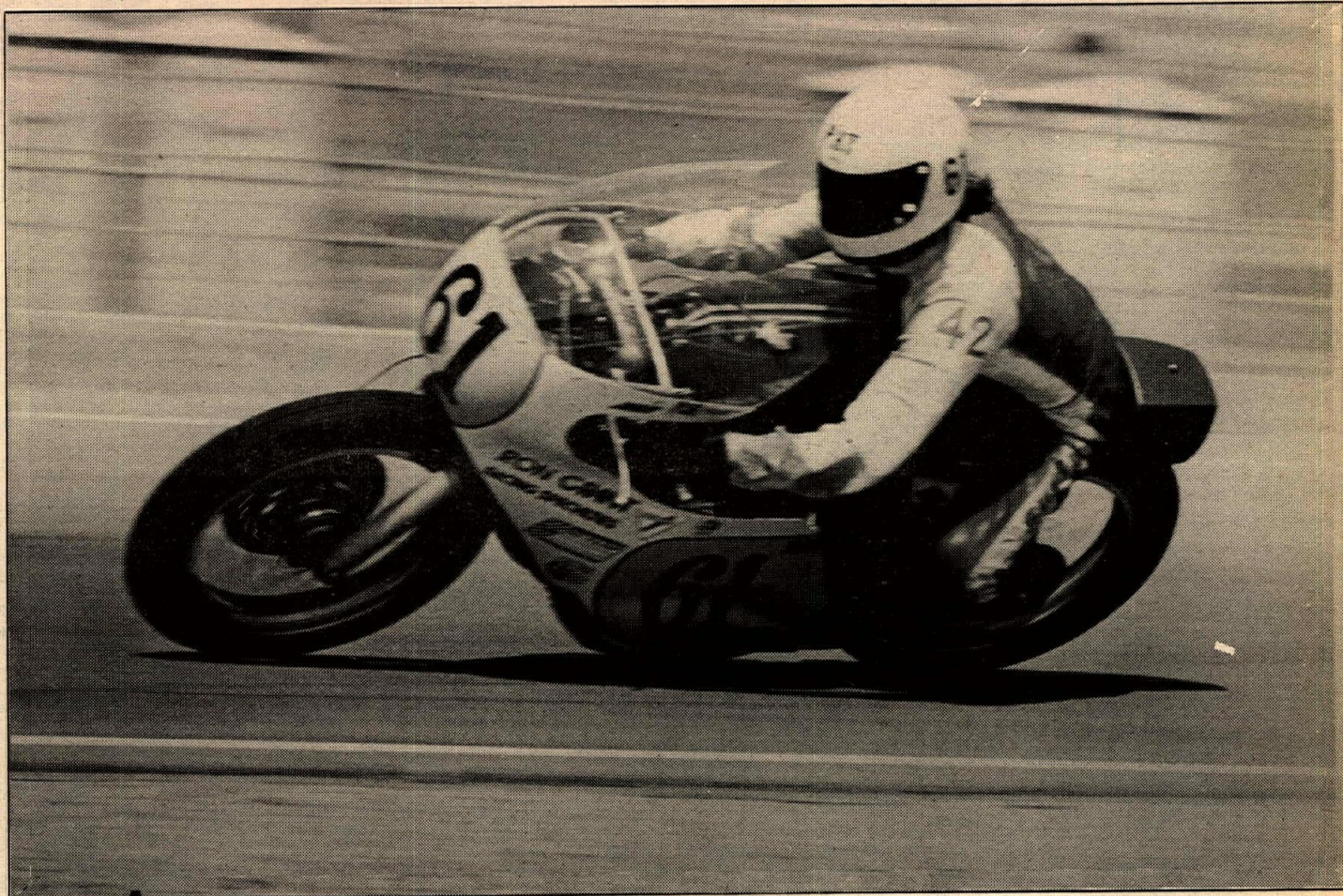
Results

Official Finish — 80-mile Junior Race, Sun., Sept. 30: 1. Pat Evans (Yam). 2. Pat Hennen (Suz). 3. Mike Devlin (Yam). 4. Ralph Hudson (Suz). 5. Alan Barbic (Yam). 6. Bob Endicott (Hon). 7. Dave Burchards (Yam). 8. Bruce Lind (Kaw). 9. Wade Killen (Yam). 10. Dave Watkins (Yam). 11. Ed Unini (Hon). 12. Allan Engel (Yam). 13. Steve Schaefer (Yam). 14. Bruce Shoemaker (Yam). 15. Art Bernheisel (H-D). 16. Frankie Juhan (Yam). 17. Dennis Pegelow (Kaw). 18. Mike Libby (Yam). 19. Scott Brelsford (H-D). 20. Tim Rockwood (Yam).
Time of Race: 55:20. Average Speed — 86.794 mph.



Pat Evans built a commanding lead, lost it with two laps to go, then regained it for the win.

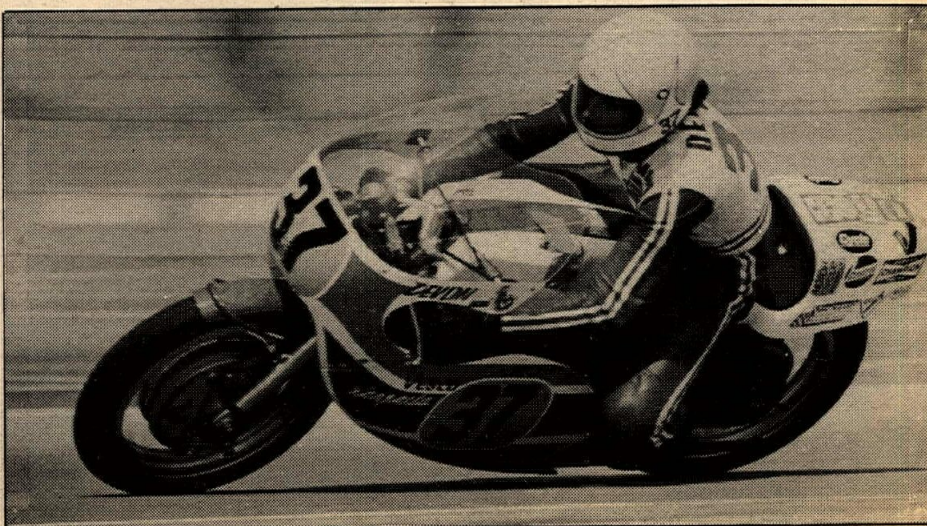
Pat Hennen led briefly but finished second.

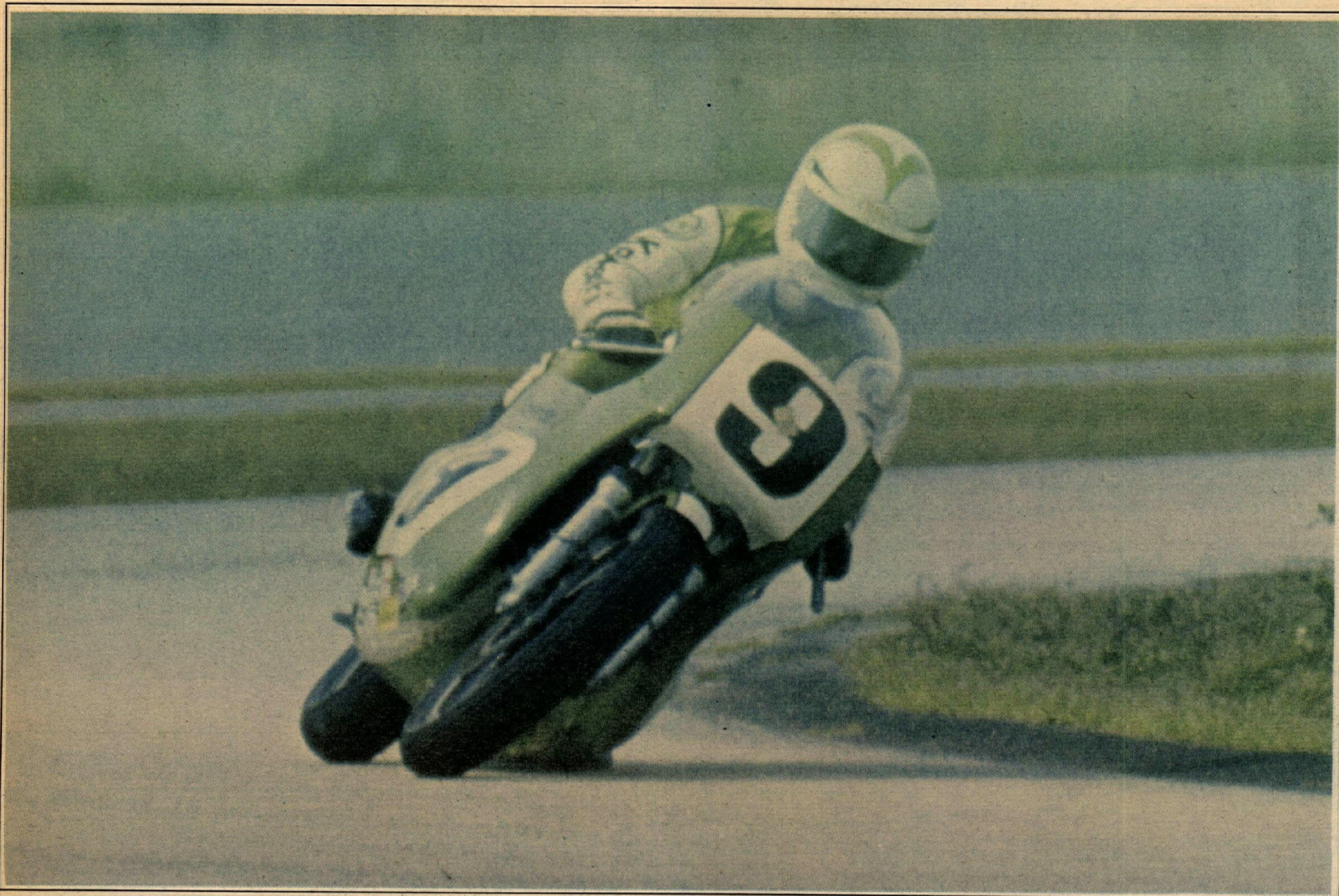


Evans tells Ron Grant, Hennen's sponsor, that it was the pit sign that Grant held out for Hennen that made Evans realize that he had lost the lead.



Mike Devlin was cool and consistent for third.





With road race victories at Loudon, Laguna Seca and Pocono, and a second at Ontario, Gary Nixon has earned the title of U.S. Road Racing Champion.

"Look, I know it's a neat hat. And the tire folks would love it. But just do it as a favor to me, Yvon. Wear the helmet anyway."



RESULTS

Short Track Vallejo Speedway Vallejo, Calif. Sept. 21, 1973 By James Brammer

60 MINICYCLES	
NOV	
Tony Deathridge	Yam
JR	
Dave Branstetter	Yam
EX	
Randy Mamola	—
80 MINICYCLES	
NOV	
Tony Deathridge	Yam
JR	
Bryan McDowell	Yam
EX	
Randy Mamola	—
OPEN NOV MINICYCLES	
Donald Pasley	Yam
Steve Noyes	Yam
OPEN JR/EX MINICYCLE	
Randy Mamola	Yam
Greg Stoking	Ste
360 EX (15 laps)	
Mike Faria	Yam
Duane Yarrow	Yam
Randy Booth (13 laps)	Bul
D. Robinson (13 laps)	Bul
360 JR	
Jim Walsh	Yam
Hal Johnson	Yam
Mike Clancy	Yam
360 NOV	
Eddie Diaz	Yam
Robert Datto	H-D
250 EX	
Marlin Stewart	Bul
Kelly McIsaac	Oss
Wade Boyd	Bul
250 JR	
Craig Van Dale	Yam
Pete Dolcini	Oss
Brad Kotsaris	Yam
250 NOV	
Robert Lee	Ric
Mal McFarland	Bul
Dave Jones	Bul
200 JR/EX	
David Quigley	Bul
Rusty Davis	Yam
Mike Riddell	Bul
200 NOV	
John Narvaez	Yam
Mike Bremel	Bul
125 JR	
Gary Pietruskiewicz	Suz
Craig Van Dale	Suz
Cheryl Vestal	Yam
125 NOV	
Mike Delacy	Yam
Don Bailey	Yam
Scott Vaughn	Yam
David Stonebraker	Yam
100 NOV	
Jim Banks	Yam
Jim Pasley	Yam
Perry Euiges	Yam

Motocross Washougal Sept. 2, 1973

MINI	
Joe Thuney	Hon
Jay McCaffey	Hon
George Paynter	Hon
Mark Stanley	Yam
Shane Fuller	Yam
Cody Camp	Hon
100 JR	
Lane Jensen	Yam
Jeff Brown	Yam
Tony Pflug	Yam
Jamie McAdams	Hod
Jon Wimber	Yam
100 INT	
Rick Dalrymple	Yam
Dave Thornton	Yam
Troy Falsch	Yam
125 JR A	
Brian Hall	Suz
Casey McCleary	Hus
Kurt Warnke	Suz
Gordon Clapp	Yam
Rick Hamilton	Suz
Steve Emrick	Hon
125 JR B	
Chris Clayton	Hon
Dan Harris	Hon
Mike Pflug	Yam
Mike Brom	Hon
Tom Shields	Hon
Martin Hart	Hon
125 INT	
Kurt Schmer	Ric
Mark Gresson	Yam
Roger Storm	Hon
Brian Sullivan	Hon
Ernie Robison	Hon
Vernon Lamping	Hon
125 EX	
Rick Burgett	Yam
Mitchell Simmons	Hon
Kirk Williams	Hon
Bob Rush	Yam
Richard Earle	Bul
Matt James	Zun
250 JR A	
Mike Smith	Mai
Gary Koch	Yam
Gary Dimeo	Hus
Thomas Emrick	Hon
Curt Lawrence	Hon

Ross Walker	Mon
250 JR B	
Ernie Robison	Hon
John Camp	Hon
Vince Figone	Hon
Matt Herrigan	Yam
Dave Prlain	Yam
George Hall	Kaw
250 INT	
Charlie Hansen	Yam
Rolin Ryser	Hon
Blaine Hansen	Yam
Terry Harchenko	CZ
Montey Mitchell	Yam
Curtis Coila	Bul
250 EX	
Rick Burgett	Yam
Bert Noble	Mai
Chuck Sun	Bul
Bill Cook	Mai
Buck Murphy	Hon
Bob Rush	Yam
OPEN JR	
Doug Stagg	Hus
Mike Doherty	Hus
Fred Wright	Mai
Bill Camp	CZ
Bob Cook	Bul
Barry Stevens	Suz
OPEN INT	
Marv Asar	CZ
Larry Nibler	CZ
Orville Geelan	CZ
Steve Houley	Suz
OPEN EX	
Rick Burgett	Yam
Bob Leach	Mai
Bill Cook	Mai
Rick Poulin	Mai
Ron Pomeroy	Bul
Matt James	CZ

Dist. 37 MX Bushmasters M/C DeAnza Cycle Park DeAnza, Calif. Sept. 9, 1973 By Dick Camp

125 NOV	
S. Moreland	Mnk
J. Radcliff	Yam
M. Griffin	Yam
R. Jeffery	CZ
J. Tan	DKW
J. Jougard	Hod
125 AM	
D. Kehoe	DKW
D. Bridges	Pen
F. Castro	Mnk
C. Daly	Pen
J. Pritchard	Mnk
125 EX	
R. Kehoe	Mnk
J. Rice	Mnk
D. Sanchez	Mnk
M. Hill	Hon
C. Masters	Bul
J. Connolly	Hod
250 NOV	
R. Glenn	Yam
R. Thompson	Yam
C. Henry	Mon
L. Hoffman	Bul
T. Sarian	Rick
D. Currie	CZ
250 AM	
G. Poppett	Suz
F. Fitzgerald	Hus
R. Bervier	CZ
T. Dalton	Mai
M. Sixberry	CZ
H. Meyer	Yam
250 EX	
G. Kneiper	Ric
M. Cook	Bul
A. Cooke	CZ
J. Carmello	Yam
F. Griego	CZ
T. Rogers	CZ
OPEN NOV	
A. Thompson	Yam
G. Spellman	Suz
L. Tooman	Suz
R. Robinson	CZ
R. Peters	CZ
K. Hawkins	—
OPEN AM	
J. Ringo	Suz
J. Bricker	Mai
OPEN EX	
T. Hollis	CZ
S. Kreps	Bul
G. Luther	CZ
R. Buchan	Hus
MINI BIKES	
S. Silva	Hon
S. Fitzgerald	Hon
R. Hill	Hon
POWDER PUFF	
B. Dyke	Hon
C. Acres	Yam
D. Connolly	Hod
C. Moreland	DKW
SIDE HACKS	
R. Sanner/	
J. Sevens—Pilot	
B. Ramsden/	
J. Monohan—Pilot	
L. Van Orsdale/	
N. Monohan—Pilot	
C. Sanner/	
R. Sanner—Pilot	

Motocross Washougal Sept. 16, 1973

MINI	
George Paynter	Hon
Duane Marker	Hon
Tim Michlitch	Hon
Mike Ormsby	Hon
Jerry Pillar	Yam
100 JR	
Tony Pflug	Yam
Keith White	Hod
Lane Jensen	Yam
Jerry Everaul	Yam
Mac Proffitt	Hon
100 INT	
Rick Dalrymple	Yam
125 JR A	
Gordon Falkner	Hon
Mike Brons	Hon
Mike Pflug	Yam
Jim Walker	Suz
Rick Hamilton	Suz
Rusty Alton	Mon
125 JR B	
Scott Foster	Hon
Tom Shields	Hon
Jeff Coats	Hon
Roger Brons	Hon
Kenneth Huddleston	Yam
Craig Dolla	Bul
125 INT	
Ernie Robison	Hon
Kevin Jensen	Pen
Brad Hansen	Pen
Marvin Cross	Mon
Vernon Lamping	Hon
Clay Azar	Yam
125 EX	
Rick Burgett	Yam
Kirk Williams	Yam
Chet Davis	Pen
Barney Newman	Pen
Gary Sheppard	Hon
250 JR A	
John Camp	Hon
John Illias	Ric
Mike Roberts	Hon
Ronald Stevenson	Suz
Curt Lawrence	Hon
250 JR B	
Vince Figone	Hon
George Hall	CZ
Mike Smith	Mai
Richard McUne	Hon
Hank Schafer	Bul
250 INT	
Dan Thorsen	Mon
Mike Wingerd	Hon
Gary Koch	Yam
Jim Skinner	Yam
Blain Hansen	Yam
Kleeve Hodsdon	Bul
250 EX	
Butch Waymire	Yam
Vernon Gabbert	Hon
Bob Rush	Bul
Bob Hamilton	Rick
Gary Chase	Hon
Eric Burkinshaw	Hon
OPEN JR	
Fred Wright	Mai
Steve Rau	—
Bryan Rau	Yam
Byron Bates	Yam
Bob Cook	Bul
John DeHaan	Mai
OPEN INT	
Marv Azar	CZ
Orville Geelan	CZ
Larry Nibler	CZ
Fred Holmes	Mai
OPEN EX	
Rick Burgett	Yam
Bob Leach	Mai
Steve Bryant	Hon
Steve Allen	Mai
Bofart Hart	Kaw
Mike Kinnear	Hus

Motocross El Toro Spdwy. El Toro, Calif. Sept. 21, 1973 by Don Hammond

SMALL BORE JR	
Jim Gleason	Hon
Leon Ebagaray	Hon
SMALL BORE INT	
Kris Barker	Hon
Mark Hayward	Hon
Bobby Reyes	Hon
100 JR	
Jack Apple	Kaw
Ron McCard	Suz
Richard Miller	Kaw
125 JR	
Jim Gallagher	Hon
Rusty Howard	Suz
Lisa Howard	Suz
125 INT	
Pete Thompson	Hon
250 JR	
Skeeter Wade	Bul
Robert Crane	Mai
Todd Strand	Hus
250 INT	
Robert Just	Hus
C.D. Bartee	Mai
500 JR	
Leon Duameg	Yam

Top 25 Blue Plates Short Track & Scrambles As of Sept. 20, 1973

BANTUMWEIGHT	Pts.
Jimmy McIntyre	767
Doug Garrison	700
Ricky Pearce	428
Danny King	420
Rick Delgado	414
Mike Woods	398
David Sharp	389
Donald Howard	373
Jeff Bell	359
Mike Garrison	348
Rodney Sullivan	311
Joey Bell	285
Sam Mathews	281
Bill Johnson	271
Vernon Salyers	258
Kirby Shropshire	255
Richard Fritz	247
Raymond D. Jones	246
Brent Tatom	237
Mark Powers	235
Greg Bookout	229
Randy Talley	223
Kim Shorpshire	221
Randy Myers	220
Doyle Cook	217
LIGHTWEIGHT	
Doug Garrison	754
Tom Francisco	710
Donald J. Roberts	533
Dave Baker	485
Ric Armitage	358
Mark Staab	357
Tim Phillips	330
Sam Mathews	314
Danny Malone	306
Jim McAleer	295
Mark Ives	272
Jim Bell	253
Leonard Moglia	253
Brian Smart	246
Richard Hill	222
Darrell Winters	217
Richard Fritz	203
Gino Galli	176
Mike Keith	176
Bud Stugrill	175
Rick Reed	175
Bob McClure	163
Randy Talley	162
Britt Allen Davis	151
Kirby Shropshire	150
Joe McDaniel	137
Bill Linenbach	136
Frank Adamo	136
HEAVYWEIGHT	
Dave Baker	329
Ray Comer	318
Mark Tracey	265
Bud Wall	254
Bill Johnson	197
Dan Rouit	190
Ted Brase	175
Bill Jamison	173
Carroll Jackson	165
Jack Martin	162
Steve Burford	159
Stan Chamlin	156
Jack Rothstein	149
Doug Garrison	143
Steve Gray	137
Harvey Bakker	133
Steve Storey	124
Mike Ellis	115
Jack Roberts	113
Rick Zimmerman	111
Mike McGinnis	110
Earl Bachant	102
Jerry Blair	99
Ken Thiebaud	92
Don Roberts	89

Minis Trojan Speedway South Gate, Calif. Sept. 11, 1973 By Gloria Simmons

PEE WEE BEG	
Timmy Ray	Ind
Mike Headly	Ind
Dawn Andersen	Ind
PEE WEE NOV	
John Allred	Ind
Jeff Wilkinson	Ind
1-3 HP	
Rex Smith	Tar
Tracy Smith	Ind
Bobby Jones	Tar
MINICYCLE	
11 & UNDER NOV	
Ricky Smittle	Hon
Rex Smith	Ind
Derek Bland	Yam
11 & UNDER ADV	
Shon Simmons	Hon
Jimmy Simmons	Hon
Dennis Kungle	Hon
12 & OVER NOV	
Tony Rush	Hon
Kenny Chambless	Hon
John Koogle	Hon
12 & OVER EX	
Renee Payen	Hon
Bobby Jones	Hon
Ricky Simmons	Hon

Flat Track Trojan Speedway South Gate, Calif. Sept. 8, 1973 By Gloria Simmons

100-125cc DIV I	
Ruben Molagvennero	Hon
Ronny Byrd	Suz
Ed Benson	Hon
100-125cc DIV II	
Mike Minnig	Hod
Dwayne Gallager	Yam
Jamie Blunt	Yam
250cc DIV I	
Frank Sims	Yam
Glenn Scott	Yam
Tom Thompson	Bul
250cc DIV II	
Jamie Blunt	Oss
William Ritger	CZ
Allan Swett	Hon
100-125cc TROPHY DASH	
Mike Minnig	Hod
Dwayne Gallager	Yam
Ronny Byrd	Suz
250cc TROPHY DASH	
Jamie Blunt	Oss
William Ritger	CZ
Frank Sims	Yam
100-125cc SEMI	
Robert Murray	Kaw
Richard Shook	Kaw
Jamie Blunt	Yam
250cc SEMI	
Allan Swett	Hon
Don Hansen	Yam
Jim Carswell	Bul
100-125cc MAIN	
Dwayne Gallager	Yam
Robert Murray	Kaw
Ruben Molagvennero	Hon
250cc MAIN	
Jamie Blunt	Oss
William Ritger	CZ
Allan Swett	Hon

Pioneer Arena High Point as of Sept. 16, 1973 By Bill Spencer

100 NOV	
John Pittman	25
Roger Rush	22
Rod Greener	18
100 JR	
Skip Hathaway	14
Mike Bowling	9
125 NOV	
Alan McGehee	28
Ted Rouse	20
Mark Schmeck	18
125 JR	
Mitch Davidson	23
Fred Yow	15
125 EX	
Ted Davidson	13
Craig Scroggins	12
Steve Hollingsworth	9
175 NOV	
Ron Beck	15
200 NOV	
Mike Ihrig	20
200 JR	
Rick Silva	14
Skip Hathaway	13
250 NOV	
Geoff Lowe	23
250 JR	
Steve Runnels	23
Danny Mills	20
250 EX	
Ted Davidson	20
Dennis Huff	19
Carl Yerby	17
360 NOV	
Phil Vitale	5

D-36 Scrambles Fremont Raceway Fremont, Calif. Sept. 14, 1973 By Bill Spencer

100 NOV	
Mike Gilbert	Hod
Leonard Castro	Hod
Jim Julson	Hod
125 NOV	
Jeff Rose	Bul
Gary Spinazze	Yam
125 JR	
Matt Rohr	Yam
Robbie Hohstadt	Bul
Chuck Weatherston	Yam
125 EX	
Rick Gracia	Bul
175 NOV	
Jess Kreyling	Bul
Dennis Sickle	Bul
200 NOV	
Bobby Williamson	Bul
Danny Norman	Bul
Larry Wilson	Bul
200 JR	
Rich Darnell	Bul
Bob Friedland	Bul
250 NOV	
Greg Gagon	Suz
Steve Harvey	Yam
Steve Poggi	Bul

250 JR	
Eddie Bandini	Bul
Steve Turner	Bul
Ted Rouse	Suz
250 EX	
Mike Kalamaras	Bul
Jim Coates	Bul
Chuck Kole	Oss
350 NOV	
Mike Willis	Bul
Steve Kapigian	Bul
350 JR	
Robbie Hohstadt	Bul
Ralph Lantz	Bul
500 NOV	
Larry Baker	Yam
Tony Littman	Yam
50 JR	
Joe DiVecchio	Yam
Bob Casey	Yam
500 EX	
Jim Foley	Yam
Dale Mathers	Mai
John Proto	Bul
650 NOV	
Dave Parks	Tri
Mike McClurg	BSA
650 JR	
Tony Haas	Tri
650 EX	
Dennis Spence	Tri
Craig Rogers	Tri

D-36 Top Twenty Scrambles Riders Sept. 9, 1973

By Bill Spencer	
Mark Smith	245
Mike Kalamaras	169
Steve Eklund	147
Ron Alsop	118
Mike VanLinden	110
Ray Huff	75
Kim Jorgensen	75
Ted Davidson	72
Ron Kole	61
Alex Jorgensen	56
Mike Allen	53
Rick Otto	51
Dale Mathers	45
Dick Gracia	41
Neil MacDannald	41
Dennis Spence	39
Pat Brown	37
Jim Foley	35
Duane Spence	33
Randy Gibbs	31

RESULTS

ISDT Benefit Lodi Cycle Bowl Lodi, Calif. Sept. 16, 1973

By Bill Spencer

50cc NOV MINI	Hon
David Gilette	MV
Chris Carr	Yam
60 MINI NOV	Yam
Rich Arnais	Yam
Alan Davis	Yam
70 MINI NOV	Hon
Daryn Spies	Yam
Chris Fisher	Yam
70 MINI JR	Hon
Steve Crawford	Hon
Bill Arbogast	Hon
Dennis Davis	Hon
100cc MINI	Ste
Jerry Brown	Hod
Keith Haisley	Hod
100 NOV	Kaw
Dennis Weir	Yam
Bryan Caves	Yam
Davis Winters	Yam
125 NOV	Suz
John Holland	Yam
Jeff Conway	Yam
Greg Hull	Hon
125 JR	Suz
G. Pietruskiewicz	Hod
Al Wood	Yam
George Wells	Yam
125 EX	Bul
Craig Scroggins	Yam
Dan Dastelhamo	MV
Alex Jorgensen	Yam
175 NOV	Yam
Johnny Cox	Kaw
Steve Hall	Yam
200 NOV	Bul
Scott Nelson	Suz
Jim Whitaker	Yam
200 JR	Bul
Fred Poli	Pen
Kim Proctor	Yam
250 NOV	Oss
John McRae	Hon
Mike Preston	Hon
Bob Holloway	Hon
250 JR	Bul
Mark Brateng	Suz
Ted Rouse	Yam
Jeff Eide	Yam
250 EX	Yam
Steve Eklund	Suz
Kim Jorgensen	Suz
Ray Huff	Suz
350 NOV	Hon
Bob Holloway	Hon
Tom Heck	Bul
Bob Scally	Hon
Carl Rodrick	Bul
Steve Sanders	Yam
500-600 NOV	Yam
Randy Quick	Yam
Mike Sterling	Suz
Jim Bettencourt	Hon
500 JR	Bul
Bill Rackley	BSA
Gary Bushnell	BSA
Eric Weisler	Yam
500 EX	Suz
Jim Foley	Suz
Steve Eklund	BSA
Rich Anderson	BSA
650 JR	Tri
Tony Arnaiz	Tri
Elmer Riddle	Tri
650 EX	Tri
Dennis Spence	Tri
Bud Smith	Tri
Emory Gray	Tri

D-36 Top Twenty White Plate as of Sept. 14, 1973

By Bill Spencer

Larry Drew	146
Dennis Robinson	87
Terry Otten	78
Jerry Kole	72
Manuel Crummett	65
Rick Hocking	58
Jeff Davidson	57
Steve Eklund	56
Mark Smith	55
Kirk Tardiff	53
Lowell Moulal	53
John Guliemetti	51
Ted Davidson, Jr.	43
Fenn Pervier	43
Ron Kole	39
Dorian Jewett	38
Kelly McIsaac	34
George Kalamaras	34
Chuck Kole	33
Dana Perri	31

Short Track & TT El Toro Spdwy. El Toro, Calif. Sept. 22, 1973

by Don Hammond

SMALL BORE JR	Hon
Jim Kennedy	Hon
Leon Ebgaray	Hon
Tom Hendley	Hon
SMALL BORE INT	Hon
Bobby Reyes	Hon
Steve Flatebo	Hon
Pat Richmond	Hon
125 JR	Yam
Ken Grinder	Yam
Jim Poe	Yam
Tom Hart	Bul
100 JR	Hon
Tony Mocer	Kaw
Chuck Wakefield	Hod
Tony Mocer Sr.	Hon
Phil Nyland	Yam
Jerry Natelborg	Hon
Jack Kee	Yam
500 JR	Tri
Greg Schweers	Tri
Lous Gimenez	Tri
250 EX	Bul
David Boydston	Hon
Randy Riggs	Hon

SHORT TRACK SMALL BORE JR

Jim Kennedy	Hon
Leon Ebgaray	Hon
Tom Hendley	Hon
SMALL BORE INT	Hon
Pat Richmond	Hon
Steve Flatebo	Hon
Bobby Reyes	Hon
100 JR	Kaw
Chuck Wakefield	Hod
Tony Mocer II	Hon
Tony Mocer	Hon
John Gimenez	Hon
125 JR	Yam
Ken Grinder	Yam
Mike Dailey	Yam
Bruce Rothenberger	Zun
125 EX	Kaw
Terry Starks	Kaw
500 JR	Yam
Jim Carley	BSA
Scott Bodkin	BSA
Len Hoogenstyn	BSA
Lou Gimenez	Tri
500 EX	Yam
Ed Steffen	H-D
Denis Porter	Kaw
Dave Lujan	Kaw
250 JR	Suz
Verne Hill	Yam
Jack Kee	Bul
Bob Martin	Yam
Gary Feeher	Yam
Greg Travis	Yam
250 EX	Yam
Terry Griner	Yam
Elbert Turner	Yam
Vince Mead	Yam
Rich Plueger	Kaw
Butch North	Yam

TT Scrambles

Perris Rcw.

Perris, Calif.

Sept. 22, 1973

by Darleen Burton

MINI	Yam
Jeff Moon	Yam
Scott Smith	Yam
Dean McCauley	Ind
100 NOV	Kaw
Eric Arras	Yam
Don Snyder	Yam
Jon Waples	Kaw
100 NOV	Yam
Gary Staddan	Yam
Danny Perkins	Yam
Dan Raney	Kaw
100 AM/EX	Yam
& 125 AM/EX	Yam
Randy Hayes	Kaw
Jim Beck	Kaw
Richard Shook	Kaw
125 NOV	Yam
Keith Reppond	Yam
Joe Niehus	Yam
Chad Richards	Hon
125 NOV	Yam
Carl McCauley	Yam
Rodney Luke	Yam
Randy Reynolds	Suz
175/200	Bul
Steve Bales	Bul
Brian Searcy	Bul
Casey McClintoch	Bul
250 NOV	Yam
Steve Brewer	Yam
Gary Howard	Yam
Bret Richards	Suz
250 NOV	Yam
Tim Thibodeaux	Yam
Ed Hileman	Hon
Ed Wine	Bul
250 NOV	Hon
David Planck	Hon
Clyde Dennen*	Bul
Al Glover*	Yam
Ed Johns	Yam
250 NOV	Bul
Vince Landry	Bul
Steve Bankston	Bul
Ray McCullough	Oss
250 AM/EX	Mon
Dan McWhorter	CZ
Dave Johnson	Kaw
Wiley Miller	Yam
NOV MOTO	Yam
Jim Murdock	Mai
Robert Luly	Mai
R. G. Stone	Yam
NOV MOTO	Yam
Bill Carpenter	Yam
Fred Scurlock	Mai
Ron Duncan	Yam
AM/EX MOTO	Yam
Rex Hailey	Yam
Kirk Redding	Mai
Gary White	Yam

R.A.C.E. Motocross

Corona Raceway

Corona, Calif.

Sept. 9, 1973

By Dale Teubner

SUPER MINI	Ind
Eddie Lawson	Hon
Bob Hadley	Hon
MINI	Hon
Scott McCarty	Hon
Garry Renshaw	Hon
Ernie Townsend	Hon
Larry DeSoto	Hon
100 JR	Yam
Joe Castro	Yam
John Clark	Bul
Lee Caldwell	Yam
125 SR	Pen
Bob Maxwell	Hon
Brian Renshaw	Hon
Steve McFarland	Ric
125 INT	Hon
Mark Civello	Hon
Louis Morrison	Hon
Mark VanCamp	Suz
125 JR DIV I	Yam
Bob Garrabrant	Yam
Tom Kishen	Suz
Joe Ramirez	Hon
Terry Smith	Suz
125 JR DIV II	Suz
Tony Chavez	Suz
Jay Roberts	Hon
Dan Bryson	Yam

Bill Melanson	DKW
250 SR	Hon
Jim LaTendresse	Bul
Ray Topham	Pen
John Petty	Pen
250 INT	CZ
Pat Killilea	Yam
Bob Decker	Yam
Dan Roach	CZ
250 JR DIV I	Yam
Jim Rader	Yam
Jim Cupp	B&S
Ron Rieke	Yam
250 JR DIV II	Kaw
Mike Byers	CZ
Greg Rodriguez	Hon
Douglas Brune	Hon
500 SR	Mai
Rex Staten	CZ
Leon Biard	CZ
Rick Burkley	Mai
500 JR	CZ
Dave Kohn	Hon
George Mendoza	Hon
Lynn Taylor	CZ

TT

Trojan Speedway

South Gate, Calif.

Sept. 13, 1973

By Gloria Simmons

100-125cc DIV I	125 Kaw
Scott Cook	100 Hon
Jack Ritger	100 Hon
100-125cc DIV II	125 Kaw
Bobby Brown	125 Yam
William Riger	100 Yam
Ken Davis	100 Yam
100-125cc DIV III	125 Hon
Mike Wright	100 Hon
Don Wright	100 Hon
Allan Swett	100 Hon
250cc	Yam
Elbert Turner	Hon
Allan Swett	CZ
William Ritger	CZ
100-125cc TROPHY DASH	125 Kaw
Bobby Brown	125 Yam
William Ritger	125 Yam
Scott Cook	125 Kaw
100-125cc SEMI	125 Yam
Mike DePape	125 Hon
Allan Swett	125 Hon
Scott Webb	125 Yam
250cc MAIN	Hon
Allan Swett	Hon
Tony Armenta	Hon
William Ritger	CZ
100-125cc MAIN	125 Hon
Mike Wright	125 Yam
Scott Webb	100 Hon
Don Wright	100 Hon

Minis

Trojan Speedway

South Gate, Calif.

Sept. 18, 1973

By Gloria Simmons

PEE WEE BEG	Ind
Mike Headly	Ind
Timmy Ray	Ind
Dawn Andersen	Ind
PEE WEE NOV	Ind
John Allred	Ind
Steve Lenkee	Ind
1-3 HP	Tar
Rex Smith	Ind
Ronnie Eversole	Ind
0-81cc BEG 11 & UNDER	Hon
Randy Bennett	Yam
Ronnie Eversole	Yam
Peter Lepp	Yam
0-81cc NOV 11 & UNDER	Yam
Derek Bland	Ind
Rex Smith	Hon
Scott Webb	Hon
0-81cc EX 11 & UNDER	Hon
Shon Andersen	Hon
Dennis Kungle	Hon
Jimmy Simmons	Hon
0-81cc NOV 12 & OVER	Hon
Jerry Allison	Hon
Warren Lowe	Hon
Tony Rush	Hon
0-81cc EX 12 & OVER	Hon
Ricky Simmons	Hon
Joey Tucci	Hon
Renee Payen	Hon
FT 11 & UNDER	Hon
Dennis Kungle	Hon
Jimmy Simmons	Hon
Rex Smith	Ind
FT 12 & OVER	Hon
Steve Flatebo	Hon
Joey Tucci	Hon
Renee Payen	Hon

R.A.C.E. Motocross

Corona Raceway

Corona, Calif.

Sept. 9, 1973

By Dale Teubner

SUPER MINI	Hon
John Gless	Hon
Steve Speck	Hon
Shane Hawley	Hon
MINI	Hon
Chris Barling	Hon
Willie McCandless	Hon
Joe Nist	Hon
100 JR	Pen
Dan Smith	Hod
Pat Hawley	Kaw
Keith Davis	Kaw
100 BEG	Yam
John Clark	Yam
Tom Karos	Yam
Larry Decker	Hod
125 BEG DIV I	Suz
Ruben Durago	Hon
Jeff Voss	Hon
Jon Lewey	Hon
125 BEG DIV II	Hon
Eddie Clark	Hon
George Forte	Yam
Mike McMichael	Suz
125 JR	Hon
Mark Martinez	Hon
Jeff Crump	Hon
Dave Sconyers	Hon
250 BEG DIV I	Hon
Rich Barnes	Hon
Tom Ashton	Hon
Robert Vice	Hon
250 BEG DIV II	Yam
Steve Smith	CZ
Greg Rodriguez	CZ
Rick White	CZ
250 JR	CZ
Dick Miller	Yam
Mike Slater	CZ
Tim Wyant	CZ
500 JR	Uus
Jim Sturgis	CZ
Tim Wyant	CZ
Rick Ankrum	CZ
500 BEG	Yam
Keith McIntyre	Mai
Mike Cody	Suz
Roger Slaughter	Suz

Motocross Moreno Valley M.C.

De Anza Cycle Pk.

Sunnyvale, Calif.

Sept. 22, 1973

MINI BEG	Hon
Joe Spangler	Hon
MINI JR	Hon
Bobby Stephenson	Hon
100 BEG	Yam
Mark Allee	Yam
Al St. George	Yam
Tom Taliani	Yam
Harry Warr	Yam
100 P.P.	Yam
Debbie Lutz	Yam
125 BEG	Hon
Doug Couzens	Hon
Danny Torres	Hon
Ron Cain	Suz
Louis Blankenship	Hod
Don Davis	Yam
125 JR	Hon
Mark Miller	Hon
Rocky McKee	Suz
175 BEG	Kaw
William Jagers	Suz
175 JR	Yam
Dwayne Vanderby	Yam
250 BEG	Yam
Randy Rios	Suz
Matt Hutchinson	Hon
Chuck Devoe	Hon
250 JR	Hon
John Ward	CZ
Rick Sanford	CZ
OPEN BEG	Suz
Dave Walton	Mai
Roger L. Heath	Mai
OPEN JR	CZ
Ran McKee	Mai
Roger Kramar	CZ
Dale Brown	CZ

Short Track-Flat Track

C.M.A.

Date Festival Grounds

Indio, Calif.

Sept. 15, 1973

MINI DIV I

Jimmy Hullett

Bryan Chuck

Kenny Reynolds

MINI DIV II

Richie Shroyer

James Reynolds

Ricky Dishorn

POWDER PUFF

Joanna Amy

Carol Overholtzer

Carmon Gomez

100cc DIV I

Curtis Baldwin

James Reynolds

Tom Willis

100cc DIV II

Ron Woods

Jeff Highland

125cc DIV I

John Urick

Lupe Cantu

John Dent

125 CC DIV II

Marc Jones

Jim Woods

250cc DIV

Bill Tarling

Jerry Reynolds

Jim Johnson

OPEN

Marc Jones

Jerry Reynolds

MONEY RACE

Ed Steffen

Stan Ludwig

John Rogers

Minis

Trojan Speedway

South Gate, Calif.

Aug. 28, 1973

By Gloria Simmons

Timmy Ray	Ind
Dawn Andersen	Ind
Jimmy Lorbeter	Ind
PEE WEE NOV	
John Allred	Ind
Jeff Wilkinson	Ind
Steve Lenkee	Ind
1-3 HP	
Rex Smith	Gen
Steve Flatebo	Tar
Mike Koemans	Ind
11 & UNDER BEG	
Randy Bennett	Hon
Ronnie Eversole	Yam
Peter Lepp	Hon
11 & UNDER NOV	
Ricky Smittle	Hon
Derek Bland	Yam
Rex Smith	Ind
11 & UNDER EX	
Joey Hamilton	Hon
Shon Andersen	Hon
Jimmy Simmons	Hon
12 & OVER NOV	
Kenny Chambless	Hon
Tony Rush	Ind
Kirk Emge	Hon
12 & OVER EX	
Ricky Simmons	Hon
Doug Nicol	Hon
Joey Tucci	Hon

Flat Track & Half-Mile Corona Rcw. Corona, Calif. Sept. 12, 1973

FLAT TRACK	
MINI BEG	
Joe Breedlove	Yam
David Detemple	Hon
Ron Hattendorf	Hon
MINI INT/AD/OPEN	
Mark Scroggins	Hon
Jeff Wright	Hon
Randy Sargent	Yam
100 AM/EX	
Greg Scroggins	Kaw
Tim Dowd	Kaw
Mark Scroggins	Kaw
126 NOV/AM	
Carl McCanley	Yam
Ruben Malaguarnero	Hon
Frank Ridlon	Yam
250 NOV	
John Rogers	Oss
Bruce Reynolds	Bul
Bruce Talbot	Oss
250 AM/EX	
Rich Warren	Bul
Terry Griner	Yam
Rod Varley	Bul
OPEN NOV	
Fred Scurlock	Mai
Jeff Wiles	Yam
Kip Johnston	Kaw
OPEN EX	
John Allison	Kaw
Gary Whita	Yam
Dean Syber	Kaw
HALF-MILE	
100-125 NOV	
Ruben Malaguarnero	Hon
Robert Goodwin	Yam
Mike Bird	Yam
100 NOV	
Dale Reed	Kaw
Steve Powell	Kaw
Gary Drake	Kaw
100-125 AM/EX	
Troy Fisher	Kaw
Tom Doty	Hon
Brian Haycock	Kaw
250 NOV	
John Rogers	Oss
Bruce Reynolds	Bul
Steve Partridge	Bul
250 AM	
Mark Matzinger	Kaw
Brian Garcia	Yam
Clint Palmer	Oss
250 EX	
John Allison	Yam
Steve Fortune	Yam
Robert Murray	Yam
OPEN NOV	
Jim Allison	Kaw
Rick Isbell	Kaw
Jeff Wiles	Yam
OPEN EX	
Bill Cain	Tri
Gary White	Yam
Tim McCool	Yam

TT Scrambles Corona Rcw. Corona, Calif. Sept. 11, 1973

MINI BEG	
John Shamburg	Hon
Greg Faulkner	Suz
Tod Shamburg	Hon
MINI COMB	
Eddie Drake	Kaw
Eddie Lawson	Ind
Steve Mott	Hon
100 NOV	
Mark Baldwin	Kaw
Jon Waples	Kaw
Joe Spisak	Kaw
125 NOV	
Rick Emmal	Hon
Mike Stewart	Yam
Bob Young	Yam
100-125 AM	
Steve Baldwin	Yam
Mike Tidwell	Yam
Rick Younger	Yam
250 NOV	
Bruce Reynolds	Bul
Jim Latendresse	Hon
John Rogers	Oss
Jim Davison	Bul
250 AM	
David Boydston	Bul
John Newquist	Mon
Bill Carpenter	Yam
250 EX	
Gary Davis	Bul
Hal Cheetwood	Bul
Joe Carando	Bul
OPEN NOV	
David Bradley	CZ
R. G. Stone	Mai
Hondo Long	Yam
OPEN AM/EX	
Brian Tolson	Mai
Gary Davis	BSA
Chuck Wheat	Mai
SPEC NOV/AM	
David Boydston	Bul
John Newquist	Mon
Dave Bradley	CZ
SPEC EX	
Gary Davis	BSA
Chuck Wheat	Mai
Rod Varley	Bul

Motocross Desert Wheels Edwards AFB, Calif. Sept. 9, 1973

MINI	
Brian Conrad	Yam
Terry Ducker	Yam
Lance King	Hon
Sheldon Mensch	Yam
100 DIV I	
Don Frank	H-D
Jimmy Sendlebach	Yam
Pete Karr	Yam
Danny Hall	Yam
Forrest Cole	Hon
100 DIV II	
Tom Smith	Pen
Ron Palmer	H-D
David McWorter	Yam
125 DIV I	
Eric Faber	Yam
Nat Havens	Yam
Steve Stansbury	Mai
125 DIV II	
Ron Grabel	Hon
Butch Wade	Suz
George Faber	YZ
OPEN	
Keith Mertz	Mai
Eric Gordon	Yam
Gary Colberg	Hus
250 DIV I	
Don Smith	Bul
Dennis Griffiths	Yam

Mark Holcomb Yam
Mark Neal Suz
Carl Casanova Yam
250 DIV II
Tim Hensley Yam
Jessie Cox Suz
Don Mozee Bul

PMA Motocross Bay Mare Rcw. Somis, Calif. Sept. 16, 1973

OPEN NOV	
K. Rider	Mai
G. Davies	Yam
W. Brown	Mai
250 NOV	
M. White	Yam
M. Marone	Mai
B. Bledsoe	Hon
125 BEG	
C. Jessup	Yam
M. Dale	Suz
B. Murdock	Yam
125 INT	
S. Lilly	Pen
100 NOV	
C. Grover	Ric
T. Friday	Pen
POWDER PUFF	
Kim Herbert	Hon
OLD TIMERS	
John Maroney	Mai
250 EX	
T. Oswell	Hon
E. Hendricks	Mai
W. Pierce	Bul
125 EX	
K. Zahrt	Bul
S. Rawson	Suz
E. Cole	Pen
100 BEG	
J. Myers	Yam
S. Silver	Suz
J. Williams	Yam
250 BEG	
R. Chamberlain	Bul
T. Ash	Hon
J. Holland	Yam
OPEN INT	
B. Smith	CZ
OPEN BEG	
C. Bishop	Yam
J. Martin	Suz
OPEN EX	
K. Zahrt	Bul
R. Darnell	Hus
S. Krebs	Bul
250 INT	
M. Mansfield	CZ

Motocross Escape Country Trabuco Cyn., Calif. Sept. 22, 1973

250 INT	
Mike Pelley	Yam
250 NOV	
Mike Freeman	CZ
Mike Clifton	Hus
Paul Bergquist	CZ
Garry Faulks	Yam
250 1st DAY	
Steve York	Yam
Lawrence McQueen	Yam
250 BEG	
Brady Newton	Hon
Robert Faulks	Yam
Rick Anderson	Yam
125 INT	
Danny Jean	Yam
125 NOV	
Mitch Pawlik	Suz
Barry Nackos	Pen
Pat Baadilla	Suz
Scott Clifton	Suz
125 BEG	
Bob Wilkinson	Suz
Kirk Wilson	Hon
Butch Cheshire	Hon
125 1st DAY	
Marty Morris	Hod
Brad Harkness	Suz
100 1st DAY	
Bill Wilson	Yam
100 BEG	
Dick Tye	Hod
100 NOV	
Gregg Toyama	Ban
Dave Dickenson	Yam
100 INT	
John Salinsky	Pen
POWDER PUFF	
Renee Payen	Hon
175 BEG	
James Dane	Yam
175 NOV	
Charles Duport	Suz
175 INT	
Mark Ritchie	Pen
SUPER MINI 1st DAY	
Bill Boyer	Hon
SUPER MINI BEG	
Mike St. Pierre	Hon
SUPER MINI NOV	
Kurt Sofka	Yam
Joey Hamilton	Hon
SUPER MINI INT	
Renee Payen	Hon
MINI BEG	
Tim Muto	Yam
OPEN NOV	
Lyn Mattox	Hus
Bob Savage	Yam
OPEN INT	
Larry Nibler	CZ
OPEN 1st DAY	
Doug Peterson	Yam
OPEN BEG	
Burke Tollstrup	Mai

Motocross Escape Country Trabuco Cyn., Calif. Sept. 23, 1973

MINI 1st DAY	
Ladell Eide	Hon
MINI BEG	
Nick Beale	Hon
MINI NOV	
Dave Gola	Yam
SUPER MINI 1st DAY	
Kirk Williams	Hon
SUPER MINI NOV	
Bobby Reyes	Hon
SUPER MINI INT	
Joe Riuello	Hon
100 NOV	
Mark Weaver	Yam
Reuben Roman	Yam
John Grudynski	Yam
100 INT	
Gary Tamietti	KTM
100 1st DAY	
Tony Schuler	Ste
100 BEG	
Jeff Woods	Yam
John Heim	Yam
Ed Salas	Yam
175 BEG	

Tom Mink	Kaw
175 NOV	
Ken Ritchie	Pen
POWDER PUFF	
Nancy Harris	Hon
125 1st DAY	
Jack Flammer	Hon
Todd Heemsbergen	DKW
Tod Gindrauz	Hon
Gary Covington	Pen
Bruce Glenn	Suz
Steve Debcer	Pen
125 BEG	
Rich Kawana	Hon
Dave Marujo	Hon
Ken Berghaus	Hon
Steve Chaldez	Hus
Dan Wiegel	Suz
Pat Carr	Hon
125 NOV	
Mark Martinez	Hon
Mitch Musgrave	Hon
Tony DeLaSota	Yam
Scott Brown	Car
David Field	Hon
Mark Salter	Yam
125 INT	
David Taylor	Yam
Gregg Blackwell	Pen
250 INT	
Mike Pelley	Yam
Toby Kovalev	CZ
175 INT	
Mark Ritchie	—
250 NOV	
Tom Turman	Yam
Alan McCown	Suz
Tom Mayfield	CZ
250 BEG	
John Mullin	Mai
Don Cenna	CZ
Ron Fischer	Kaw
250 1st DAY	
Alan Schroeder	Hon
John DeVries	Suz
Tom Corso	Suz
Tom Kleeman	Hon
OPEN 1st DAY	
Randy Sparks	CZ
OPEN BEG	
Danny Kosinski	Suz
OPEN NOV	
Jeff Kable	Mai
Tim Griffin	CZ
Wayne Collins	CZ
OPEN INT	
Andy Bolander	Suz
125 EX	
Steve McFarland	Ric
250 EX	
Jeff Jennings	Hon
Greg Blazek	Bul
Richard Mullin	Mai
OPEN EX	
Mob Messer	Mai
Curtis Lessel	Mai

Speedway Irwindale, Calif. Sept. 27, 1973

by Dennis Greene	
SCRATCH MAIN	
Dan Becker	
Steve Bast	
Steve Gresham	
Mike Bast	
HANDICAP MAIN	
Larry Moon	
Scott Sivage	
Jim Gresham	
Steve Bast	
Jeff Sexton	
Greg Haserot	
SCRATCH CONS.	
Rick Woods	
Larry Shaw	
Ed Williams	
Summer McKnight	
HANDICAP CONS.	
Ed Williams	
Dubb Ferrell	
Bill Cody	
Mike Konle	
Troy McKee	
Phill Moon	

Motocross Carlsbad Rcw. Carlsbad, Calif. Sept. 30, 1973

by John Bethea	
MINI	
Sam Fitzgerald	Hon
Tod Decker	Hon
Jeff Dye	Hon
100 JR	
Gary Denton	Yam
Jeff Bean	Yam
Ron Kitching	Hon
125 JR I	
Scott Pittillo	Hon
John McGonigal	Pen
Jeff Jopling	Hon
125 JR II	
Robert Fudge	Hon
Bill Ogle	Hon
Jeff Tomlin	Hon
250 JR I	
Tom Hicks	CZ
Ray Topham	Hon
Mark Heritage	Mai
250 JR II	
Jerry Armstrong	CZ
Bob McDougal	Yam
Glenn Matsumoto	CZ
500 JR	
Frank Fitzgerald	Hus
Jeff Wenzell	CZ
Ernie Roberts	Yam
125 INT	
Dennis Crawford	Hon
Richard Ramirez	Hon
Jim Felton	Pen
250 INT	
Jack Phillips	CZ
Doug Bishop	Hon
Raymond Macias	CZ
500 INT	
James Russell	CZ
Clyde Ross	Yam
Paul Mahnke	Hus
125 EX	
Bruce McDougal	Pen
Mark Tyer	Pen
Chuck Bower	Pen
Danny LaPorte	Pen
Mike Tripes	Hon
250 EX	
Rich Pinnick	CZ
Marty Moates	Hon
Gaylon Mosier	Hon
Jeff Vidic	Mai
Randy Myers	Bul
500 EX	
Rex Staten	Mai
Jim West	Hus
Allen Ortiz	Mai
Mark Rodman	Yam
Nels Prario	Mai

RESULTS

Scrambles Fremont Rcw. Fremont, Calif. Sept. 21, 1973

by Bill Spencer	
100 NOV	
Mike Minnig	Hod
Ray Diaz	Kaw
Jim Julson	Hod
100 JR	
Hank Souza	Suz
Carey Mitosinka	Suz
125 NOV	
Cary Spinazze	Yam
Chris Dinner	Yam
125 JR	
Jeff Rose	Bul
Matt Rohr	Yam
125 EX	
Mark Smith	DKW

175 NOV	
Dennis Sickle	Bul
Reed Bagnes	Yam
Grant Miller	Kaw
200 NOV	
Tony Alves	Bul
200 JR	
Dave Nazzisi	Bul
250 NOV	
Tim Howard	Yam
Phil Howard	Yam
Pat Fretwell	Bul
250 JR	
Tom McRae	Oss
John Eide	Yam
John McRae	Oss
250 EX	
Steve Eklund	Yam
125 JR	
Mike Kalamaras	Bul
Mark Smith	Yam
350 NOV	
Paul Medeiros	Bul
Ray Kafer	Kaw

Ken Murray	Kaw
350 EX	
Scott Pearson	Kaw
Bob Scally	Bul
500 NOV	
Mike Sterling	Yam
Mike Spink	Bul
500 JR	
Gary Bushnell	Bul
Bob Casey	Yam
500 EX	
Jim Foley	Yam
Steve Eklund	Suz
650 NOV	
Merritt Moore	Tri
Steve Graves	Tri
650 JR	
Cliff Servetti	Nor
John Crijencko	Tri
650 EX	
Dennis Spence	Tri
John Tavis	Tri
Bob Masters	Tri

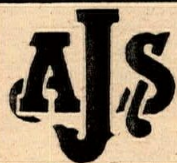
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Yamaha



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RESULTS

ISDT Individual Medalists

125 cc GOLD:

Reinhard Christel	Ger	Zundapp
Rolf Witthoft	Ger	Zundapp
Bruno Ferrari	Ity	KTM
Alessandro Gritti	Ity	Gilera
Guglielmo Andreini	Ity	Monark
Bengt Gustafsson	Swe	SWM
Gianluigi Petroselli	Ity	Monark
Yngve Ekeberg	Swe	Monark
Joel Queirel	Fra	Monark
Steve Tell	Swe	Monark
Seppo Suominen	Fin	KTM
H. Van Hoeghe	Hol	KTM
Secondo Mercatelli	Ity	SWM
Pierluigi Rottigni	Ity	SWM
Ermanno Masseroni	Ity	KTM
Olle Ekman	Swe	Monark
Joe Barker	USA	Penton
Mick Bowers	GB	Rick-Zun
Jim Sandiford	GB	Rick-Zun
Stellan Tingstrom	USA	Monark
Doug Wilford	USA	Penton
H. Knuiman	Hol	Monark
Paul Danik	USA	Penton
Martino Rendotti	Ity	KTM
Jean Louis Figureau	Fra	Monark
Ernie Page	GB	Rick-Zun
Georges Marliere	Bel	Puch
M. Wassink	Hol	Monark

125 cc SILVER:

Carl Grindberg	Swe	Monark
Tom Penton	USA	Penton
Ulderico Mangili	Ity	KTM
M. Wilkenson	GB	Dalesman
Martin Wischer	Swi	SWM
Robert Hedinger	Swi	SWM
Johann Sommerauer	Aus	Puch
H. Zijdemans	Hol	Monark
Eric Nielson	Can	Can-Am
R. Boom	Hol	Puch

125 cc BRONZE:

A. Dreezen	Hol	KTM
Jeff Smith	Can	Can-Am
Dan Amor	Can	Honda
Klaus Rung	Can	Zundapp

175 cc GOLD:

Karl-Ingemar Larsson	Swe	Monark
Milan Jedlicka	CSR	Jawa
Petr Valek	CSR	Jawa
Josef Jozif	CSR	Jawa
J. Kauler	CSR	Jawa
Herbert Dietrich	Aus	Puch
Toni Stockmeier	Ger	KTM
Gianmario Facchidetti	Ity	Penton
Rudolf Promberger	Aus	Puch
J. Lanting	Hol	KTM
Bob Fisher	Can	Can-Am
Andre Piron	Bel	Puch
Mirostaw Malec	Pol	WSK
Roger Loriaux	Bel	Puch
Antonio Fontana	Ity	Puch
Josef Zotzek	Aus	WSK
Zenon Wiczorek	Pol	Puch
Ferdinand Hendemeier	Ger	Puch
Bren Moran	USA	Puch

175 cc SILVER:

--	--	--

Dick Burleson	USA	Husqvarna
Kurt Statzinger	Aus	Puch
Bo Thornblom	Swe	Monark
Hugh Lim	Can	Kawasaki
Erwin Schmider	Ger	Zundapp
S.V. Sluis	Hol	KTM
Rolf Musch	Ger	KTM

175 cc BRONZE:

G.W. Elbert	Hol	Puch
Alessandro Cola	Ity	KTM
Jeff Penton	USA	Penton
J. De Groot	Hol	Puch
Alberto Rossi	Ity	Puch
Bruno Schmidli	Swi	KTM
Heinz Schmid	Swi	KTM

250 cc GOLD:

Augusto Tatocchi	Ity	KTM
Frantisek Mrazek	CSR	Jawa
Kurt Gustafsson	Swe	Husqvarna
Berndt Eno	Swe	Zundapp
Sven Eric Hillman	Swe	Ossa
Petr Cemus	CSR	Jawa
Leo Zeller	Ger	Maico
Carl Cranke	USA	Penton
Luigi Carrara	Ity	KTM
Walter Leitgeb	Aus	Puch
Ingemar Wernersson	Swe	Husqvarna
Peter Hajek	Ger	Jawa
Malcolm Smith	USA	Husqvarna
Fritz Happel	Ger	Jawa
Conny Windisch	Swe	Husqvarna
Erwin Haselbauer	Ger	Ossa
Charles Vincent	USA	MZ
Jean Robert	Bel	Husqvarna
Jose Casanovas	Spn	Montesa
Anders Hallberg	Swe	Husqvarna
Tommy Johansson	USA	Ossa
Don Cutler	USA	KTM
Alain Chaligne	Fra	

250 cc SILVER:

Carlo Rinaldi	Ity	Ossa
Wilhelm Steurer	Ger	Maico
Murray Dochstader	Can	Kawasaki
Dave Latham	USA	Ossa
Charles Coutard	Fra	Bultaco
Felipe Beltran	Spn	Bultaco
Michel Albert	Bel	Jawa
David Thorpe	GB	Ossa

250 cc BRONZE:

Jim Piasecki	USA	Husqvarna
Willy Laederach	Swi	KTM
J.V.D. Hofk	Hol	Montesa
Jaime Lozoya	Spn	Ossa
Claude Thomas	Fra	Ossa
Harold Perepalkin	Can	Bultaco
John Burrows	GB	Ossa

350 cc GOLD:

Kvetoslav Masita	CSR	Jawa
Josef Cisar	CSR	Jawa
V. Macek	CSR	Jawa
Hans Ericsson	Swe	Husqvarna
Miroslav Vytlačil	CSR	Jawa
Jack Penton	USA	Penton
Egbert Haas	Ger	Maico
Reinher Hildebrand	Ger	Jawa
Michael Herberitz	Ger	MZ
Jose Pibernat	Spn	Bultaco
Roger Marechal	Bel	Husqvarna

350 cc SILVER:

Ron Bohn	USA	Husqvarna
Gary Snider	USA	Rokon

350 cc BRONZE:

Carl Berggren	USA	Lind-Qvar
Jim Fogle	USA	Rokon
Pavel Chelka	CSR	Jawa
Ron Lamastus	USA	Rokon
Jim Simmons	USA	Rokon
Stanley Young	GB	Jawa

500 cc GOLD:

Jiri Jasansky	CSR	Jawa
Josef Foltik	CSR	Jawa
Ingemar Osterberg	Swe	Husqvarna
Zdenek Cesplva	CSR	Jawa
Bjorn Back	Swe	Husqvarna
Malcolm Rathmell	GB	Triumph
Bengt Bokstedt	Swe	Lindstrom
Alan Lampkin	GB	Triumph
Dave Jeremiah	GB	Jawa
Ben Bower	USA	Husqvarna
Jake Fisher	USA	Husqvarna
Lennart Johansson	Swe	Husqvarna

500 cc SILVER:

Ron Keys	Can	Yamaha
Hans Hansson	Swe	Husqvarna

500 cc BRONZE:

Gary Surdyke	USA	Yamaha
John Knight	GB	Triumph

1300 cc GOLD:

Bengt Gustafsson	Swe	Husqvarna
Heribert Schek	Ger	BMW
Ed Schmidt	USA	Husqvarna
David Hobbs	GB	Triumph
John Pease	GB	Triumph

1300 cc SILVER:

Arthur Browning	GB	Triumph
Dave Mungenast	USA	Triumph
David Randall	GB	Triumph
Dave Eames	USA	Husqvarna
John Greenrose	USA	Triumph

1300 cc BRONZE:

Kurt Distler	Ger	BMW
Kurt Tweesmann	Ger	BMW
Hans Cramer	Ger	Maico
G. Monk	GB	Triumph

500cc GOLD

Gulatiro Brissoni	Ity	Gilera
Jurgen Grisse	Ger	Zundapp
Fausto Oldrati	Ity	Gilera

75cc GOLD

Peter Neumann	Ger	Zundapp
Josef Kozuch	Ger	Jawa
Georg Reichel	Ger	Hercules

100cc GOLD

Josef Wolforuber	Ger	Zundapp
Hans Wagner	Ger	Zundapp
Elio Andreoletti	Ity	KTM
Renato Foresti	Ity	KTM
Bill Uhl	USA	Penton
Vincenzo Gavazzi	Ity	Gilera
J.H. Poorte	Hol	Monark
Pierluigi Laudreati	Ity	SWM
Dane Leimbach	USA	Penton
Karl Reichel	Ger	Hercules

100cc SILVER

Milan Kremel	CSR	Jawa
Josef Sirucek	CSR	Jawa

CMC Motocross Ascot Park Gardena, Calif. Sept. 26, 1973 By John Bethea

MINI		
Doug Nicol	Hon	
Tim Ochoa	Hon	
Ricky Bruhanski	Hon	
100 JR		
Gret Toyama	Ban	
Lester Kawahara	Hon	
Jeff Bean	Yam	
125 JR		
Rich Zallar	Hon	
Tom Battey	Bul	
Paul Ellis	Hon	
250 JR		
Oscar Brandi	Mai	
Jim McCartney	CZ	
Earl Meyer	Suz	
500 JR		
Greg Foster	Suz	
Greg Mitchel	Yam	
Jim Bunn	CZ	
125 INT		
Mike Bell	Hon	
Warren Reid	Hon	
Ron Palmer	Hon	
250 INT		
Kirk Bennett	Suz	
Scott Doornbos	Hon	
Richard Duncan	CZ	
500 INT		
Carl Gazafy	Mai	
Jim Cottan	USA	
Larry Nibler	CZ	
125 EX		
Bruce McDougal	Pen	
Chuck Bower	Pen	
Chuck Lunde	Hon	
Mark Tye	Pen	
Jerry Freckleton	Car	
250 EX		
Dave Pessy	Hon	
Randy Myers	Bul	
Bruce McDougal	Yam	
Bob Hosford	Hon	
Tim Hamner	Yam	
500 EX		
Bob Messer	Mai	
Jim West	Hus	
Chris Allen	CZ	
Curt Lessel	Mai	
Joe Scotland	Mai	

CMC Motocross Irwindale, Calif. Sept. 28, 1973 by John Bethea

MINI		
Vince Van Hook	Yam	
Doug Nicol	Hon	
Ron Utaski	Hon	
100 JR		
Kevin Dick	Yam	
Bob Evans	Hod	
Gary Tenton	Yam	
125 JR		
Mark Ruelas	Suz	
Don Aragon	Suz	
Jeff Jopling	Hon	
250 JR		
Rick Beeson	Yam	
Mike Folmer	Mai	
Larry Cheever	Yam	
500 JR		
Bob Hewitt	Mai	
Pat Hampton	Bul	
Robert Peters	CZ	
100 INT		
Joe Aragon	Yam	
125 INT		
David Taylor	Yam	
Tag Turner	Suz	
Warren Reid	Hon	
250 INT		
Mike Huhn	Hon	
Skip Keeley	Mai	
Jeff Sloan	Yam	
500 INT		
Rick Welch	Yam	
Jeff Witherell	CZ	
John Carmona	CZ	
125 EX		
Chuck Lunde	Hon	
Nelson Whitehill	Hus	
Wes Sutton	Suz	
Fred Joehneck	Bul	
Ken Ehlers	Hus	
250 EX		
Jeff Vidic	Mai	
Randy Myers	Bul	
John Atwood	Bul	
Mike Gillman	Yam	
Danny McKee	Mon	
500 EX		
Bob Messer	Mai	
Joe Johnston	Mai	
Bryan Dodge	Hus	
Dennis Clark	CZ	
Curt Lessel	Mai	

Motocross Deschutes Cycle Pk. Bend, Ore. Sept. 23, 1973 by Jan Newman

100 JR		
Bill McCormick	Yam	
Jack Hargrave	Yam	
Dave Gough	Hod	
Scott Nickeson	Yam	
Larry Pestes	Yam	
Tom Reed	Hon	
125 JR DIV I		
Mark Osuna	Bul	
Ed Hill	Suz	
Dan Henderson	Suz	
Dave Bushard	Hon	
Phillip Randall	Puc	
Tory Sappington	Hon	
125 JR DIV II		
Jim Reed	Hon	
Rick Herbst	Hon	
Billy Jones	Hon	
Wayne Olson	Hon	
Tim Fellows	Hon	
Gary Stonehill	C-A	
125 INT		
Lonny Johnson	Suz	
John Brown	Hon	
Jeff Scoville	Hon	
David Fearn	Yam	
Ken McCormick	Suz	
Paul Weber	Hon	
125 EX		
Chet Davis	Pen	
Bill Block	Hon	
Charlie Patterson	—	
250 JR		
Ron Stevenson	Suz	
Glen Huntington	CZ	
Arin Pestes	Hus	
Rick Burger	Hon	
Don Marcoulter	Hon	
Ernie Matthews	Hon	
250 INT		
Randy Patterson	Yam	
Rod Kentner	Yam	
Brad Lecklider	C-A	

OPEN JR		
Mark Smith	Mai	
Jim Newman	Kaw	
Merle Fellows	Yam	
Kelly Parker	Hon	
Bill Ballester	M	
OPEN INT		
Steve Johnston	CZ	
Bob Strobel	Hus	
OPEN EX		
Barney Newman	Mon	
Mike Kinnear	Hus	
Devin Nofziger	Hon	
Dan Chandler	Hon	
MINI JR		
Mike Howard	Hon	
Kevin Mack	Hon	
MINI INT		
Randy Frazier	Yam	
Gary Mack	Hon	
Ron O'Halloran	Hon	
Danny Bolin	Ind	

CRC Motocross Indian Dunes Park Valencia, Calif. Sept. 4, 1973 by The Shadow

MINI	
Kance Sloane	Hon
Jim Holley	Kaw
Chad Webber	Hon
POWDER PUFF	
Robin Wright	Yam
Janice Kline	—
Dorothy Bowen	—
100 BEG	
Thomas Cunha	Yam
Jim Holley	Kaw
100 NOV	
Tracy Hrach	Yam
Mark White	Yam
David Taylor	Yam
125 BEG DIV I	
John Roberts	Suz
Frank Polato	Pen
Bryan Cathey	Pen
125 BEG DIV II	
Stan Hartman	Hon
Marc Cartwright	Hon
Rusty Biggs	Suz
125 NOV	
Louis Gabaig	Hon
David Taylor	CZ
Randy Gauvin	Hon
250 BEG	
John Niznik	Yam
Len Bell	Hon
Steven Szarko	CZ
Mike Berg	Hon
250 NOV	
Mike Quisenberry	CZ
Bill Barlow	Hon
Michael Huhn	Hon
OPEN BEG	
Walt Bird	Yam
Joe Long	Hus
Mike Hansen	Hus
OPEN NOV	
John Lewis	Mai
Wayne Brown	Mai
Lou Peralta	Hus
125 INT	
Brad Williams	Hon
Richard Williams	Pen
250 EX	
Tom Bates	CZ
Chris Mogensen	Mai
Dick Miller	Bul
OPEN EX	
Mike Hannon	Bul

CALENDAR

REGULARLY
SCHEDULED
EVENTS

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters...check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CYCLE NEWS CALENDAR, Box 498, Long Beach, Ca. 90801.

Wednesday, Oct. 3

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Open: 4:30 PM, sign by 6:30, race 7:30. \$5 per class. CMC license required.

Thursday, Oct. 4

TT
Trojan Spdwy., South Gate, Cal. 100/125, 175/250. Sign 6-7:30 pm. 213/623-4853 or 213/923-9132.

Friday, Oct. 5

MOTOCROSS
El Toro Speedway, Motocross all classes, night time racing. Open at 5 PM. Practice 6, Race 7. Admission \$1.50, 1st entry \$4.00, 2nd entry \$2.00. Under New Management. Off at El Toro off ramp, west on south side of fwy.

ORANGE BOWL MX
Orange Cty. Int. Rcw., Irvine, Cal. Sign 'till 6:30, prac 6-7 PM, race 7:30. New course. 714/544-6420, 714/979-9233.

NMA MINI CROSS
Indian Dunes Park, Mini-bike track, Valencia, Ca. Sign 6-7:30 p.m. 805/259-8000.

CMC MOTOCROSS
Irwindale Cal. Open: 4:30, sign by 6:30, race 7:30. \$5 per class and CMC license.

GOLDEN STATE TT CHAMPIONSHIP
\$2,000 purse. Ascot Park, Gardena, Cal. 213/321-1610.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Post entry Sportsman \$5; Seniors \$10. Watch, \$2. 21% brass, 100% Senior payback. Sign up 6PM, practice 6:45 PM, race 8 PM. Info: 213/675-1922.

OWYHEE MC CLUB AMA MX
Boise, Idaho. Follow signs from end of Harrison Blvd. Entry \$2.25, race 7 PM. Watch, \$1.50, under twelve free with adult. Food and drinks at track, free camping. Info: 208/375-6863 or 208/344-3041.

D-36 SCRAMBLES
Fremont Raceway, Fremont, Cal. Gates open 3:30 PM, practice 5 PM, race 6:30. \$2.50 race or watch. Silencers mufflers required. Info: 415/327-4461.

Oct. 5-7

SCORE INTERNATIONAL
First Annual RV Spectacular, Riverside International Rcw., Riverside, Cal. Bikes vs. cars, 21 classes, 7 1/2 mile Baja type course, 75% visible from stands. Admission, reserved grandstands, camper-land tickets all from Ticketron. Mickey Thompson presentation. Rolf Tibblin and his Husky display will be there. Info: 213/437-0466.

Saturday, Oct. 6

TRI WHEEL RACES
Mini track, Indian Dunes Park, Valencia, CA. 805/259-8000.

SIGN UP
for Trans-AMA MX to be held on October 7 at Lexington, Ohio. 3-6 pm Downtown Motor Lodge, 191 Park Avenue West, Mansfield, Ohio. 419/522-3662.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign up 4 to 6 PM, practice 4 to 5:45, race 7:30. \$2.50 ride or watch, \$1.00 second bike. All classes, silencers under 92dba required. Info: 415/276-9085.

AMA NATIONAL MILE
Ascot Park, Gardena, Cal.

D-36 SHORT TRACK
San Joaquin Cnty. Frdgs., Stockton, Cal. Class C. White plate race. Sign 5-7pm, prac 6-7pm, race 7:30 pm. 209/239-2189.

D-36 SEMI-PRO SHORT TRACK
Monterey Fairgrounds, Monterey, Cal. Entry \$5, Ex. \$3 Nov/Am. Full Ex. Payback. Sign up 5, practice 6:30, race 8. Info: 408/899-2401. AMA cards must be valid.

TT SCRAMBLES
Perris Raceway, Perris, Cal. Gates open 5 PM, sign up 'till 7:30 PM. All classes. Silencers required. Members \$3.50, non members \$4.50. Limit to entries due to curfew. Info: 714/657-3678.

SUPER FUN MX
Saddleback Park, Irvine, Cal. No mail entry, \$6 post entry. Three 20 minute motos. Gates open at 7:30. Experts \$10. 100% payback. Info: 714/557-9243.

MOTOCROSS
Moreno Valley MC, De Anza Park, 10 miles east of Riverside on US 60, take Theodore off. Sign in 7:30, race 9:00. Gate \$2.00, Race \$4.00. Info: 714/735-1301.

TT SCRAMBLES
Elsinore Raceway, Elsinore, Cal. Gates open 4 PM, sign up 5 to 7:30, practice 6:30, race 8. Watch \$1.50, race \$2.00. Free camping, silencers required. Sunday practice \$1.00 per bike. Info: 714/826-2386.

NRA MOTOCROSS
Indian Dunes, Valencia, Calif. 8 prac, 9:30 race. 714/688-1291 or 805/259-8000.

SHORT TRACK & TT
El Toro Speedway, El Toro, Cal. Under New Management. El Toro exit, west on south side of freeway.

FLAT TRACK
Trojan Spdwy., Southgate, Cal. 100/125, 175/250. Sign 6-7:30. 213/623-4853 or 213/923-9132.

FABULOUS FUN MX
Carlsbad Rcw., Carlsbad, Cal. Gate opens 7 AM. No mail entry. 714/832-4555.

BX
7th near Studebaker, Long Beach, Cal. Prac. 11, race 12 noon. 30% brass. 50 cent entry.

Oct. 6-7

CUSTOM CAR & MC SHOW
National Orange Show Frdgs., San Bernardino, Cal. Info: 213/588-1934 or 213/588-4551.

D-37 GRAND PRIX
Soledad Sands, Cal. Antelope Valley Fwy. to Crown Valley Exit. Entry \$10. Free camping, swimming pool, party Sat. night, live band, rides and attractions. Participant pins and decals. Entries open Aug. 30, close Sept. 25. Silencers mandatory.

YAMAHA LEARN TO RIDE PROGRAM
Bakersfield, Calif. See local papers for info.

YAMAHA RIDER SAFETY COURSE
Follow up course for LTR grads. San Jose, Calif. See local papers for info.

Sunday, Oct. 7

D-36 ROUGH SCRAMBLES
Knobby trac. Pioneer Arena, Oakdale, Ca. Silencers. 415/327-4461.

AMC MOTOCROSS
Orange County International Raceway, S.A. Frwy at Sand Canyon Exit. No mail entry or membership required. \$5 post, 40% trophies same day. Experts \$10, 100% payback. Gate: 7:00, Prac 8:00. Info: 714/832-4555.

CRC MOTOCROSS
Rawhide Park, Elsinore, Cal. Beg. Nov; Int. Ex; PP; mini; young; old. 40% brass same day. No membership. Info: 213/830-7519 or 714/688-1291.

AME MX
Spillway Cycle Park, Santa Maria, Cal. Sportsman classes \$5.00 Mail, \$10.00 post, Senior classes \$10.00 mail, \$15.00 post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805/937-4043 1-6 PM. M-F.

MOTOCROSS
Lake Dolores, 20 miles east of Barstow, Cal. Sign up 7:30, race 9. Entry \$3.25, gate \$1.50 adults, 75 cents kids. Swimming and primitive camping. Info: 714/257-3315 or 714/252-2070.

CMC MX
Saddleback Park, Irvine, Ca. Gates open 6:30 AM, sign up 6:30-8:30, practice 7:30 to 8:30, first race 9:00. Jr & Int \$5 mail entry, \$10 post, Ex. \$10 mail, \$15 post. Riders covered by \$3,000 medical insurance. CMC, P.O. Box 1402, Costa Mesa, Cal. 92626.

D-36 SCRAMBLES
9600 Pioneer Ave., Oakdale, Cal. Silencers required. Sign 8-10 am, pract 9, race noon. Open traction. 209/869-1457.

AMATEUR MX
Yuma Cycle Park, 1045 La Casita, Yuma, Ari. 1 mi. E of Yuma on U.S. 95. Gates open 7 am. 602/726-0532 (nights).

D-36 SEMI PRO MOTOCROSS
T-Car Spdwy., Carson City, Nev. Sign 6 am, race 9 am. 702/882-5030.

AMA TT SCRAMBLES
Alfred Herrell Hwy & China Garde Loop, below the bluffs at Bakersfield College. Multiple Sclerosis Benefit. Sign 8, race 11:30. \$1.50 entry. 805/366-7408.

DRA HARE SCRAMBLES
Lined from Calif. City Golf Course, Calif. City, Calif. and from 20 mi. No of 4 corners on 395 left side. Start 9:30, 2-30 mi. loops. Food. 714/373-4647.

BCA MOTOCROSS
Indian Dunes, Valencia, Cal. Post Entry only. Sign 7-9, race 9:15 am. 259-8000.

TRANS AMA MX
Lexington, Ohio. 419/522-3663.

MOTOCROSS
6 miles west of Mexicali Mex. Take the Tijuana Hwy. from Mexicali to Autopista Lopez Mateos. No lic. or visa needed. Sign 8 am, race 1 pm. 903/762-9317.

AME MOTOCROSS
Carlsbad Rcw., Carlsbad, Cal. Open 6:30, race 9. Jr. mail \$5, post \$10. Sr. mail \$10, post \$15. See AME ad. 213/675-1922.

SPORTSMAN HALF MILE
Glenn County Frdgs., Orland, Cal. White plate race. Open 8, prac 10, race noon. Aragon MC. 415/454-5668.

FORMULA 750 ROUND
Spanish round of the 750 European road racing championship. Final round. Motvic, Spain.

GOLDEN BEAR ENDURO
CERA 200 mi. World Championship. Johnson Valley, Ca. Lined from Lucerne Valley, Ca. 6 AM. Drawing Oct. 1. CERA membs: \$10, others \$12, post \$20. Limited entry. St. legal not req'd. 6 per min, 3 per team. Finisher awards. 2 SASE to Box 2102, Cypress, Ca. 90630. 714/527-4927.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Gates open 5 AM, sign up 7 AM. Race 9. Info: 213/921-5466.

CRC EUROPEAN SCRAMBLES
Stoddard Wells. Take Sidewinder Rd off ramp. Start 8. 714/688-1291.

NMA MINI CROSS
New Minibike track next to Shadow Glen course, Indian Dunes Park, Valencia, CA. Sign 8:30-9:30 a.m. 805/259-8000.

HRA TT & HM
395 Cycle Park 9:30.

CMC SEMI-PRO MX
Yreka, CA. First N bound or 3rd S bound Yreka exits. Sil. reqd. All classes. Sign/prac 8 am, race 10 am. Elev. 2800. 3 plates. Siskiyou Scrambles MC. 916/842-5711.

SEMI-PRO MOTOCROSS
Argyll Park, Dixon, CA. Open 6:30, prac 7:30, race 9 am. No memb. Take Hwy. 113 13 mi S of Dixon. 415/657-0751 B.A.R.F.

OBSERVED TRIALS
SDTR/ATA. Mission Gorge, San Diego, CA. HWY. 8 to Mis. Gorge, N to Juniperro, L. Spk. arr., muff. Sign 9 am. 714/286-9604.

MOTOCROSS
Sage MX Park, 13 mi. S of Ridgecrest, Hwy 395. 9 am. 714/377-4619.

CRA MOTOCROSS
De Anza Cycle Park, 6 mi. E of Sunnymead, Ca. on US 60, Theodore exit. No memb. Sign 7 am, race 9am. 714/849-8481.

OBSERVED TRIALS
Carnegie Cycle Park, 580 from Castro Valley to S on N. Greenfield to Tesla Rd, then L 14 mi. Sign 8. East Bay P.I.T.S. 415/638-0929 evenings.

PONDEROSA HARE SCRAMBLES
15 mi. E of Lancaster, Ca., on Ave J. Greyhounds MC. 10 a.m. McHal helmet drawing. 3 eight mi. loops. Camping. 213/367-2907 or 213/324-4747.

TT OPEN PRACTICE
Perris Rcw., Perris, Ca. 10 a.m. to 2 p.m. Riders must be 18 with ID or with parent, amb. on hand. 714/657-3678 after 6 p.m.

D-38 TT SCRAMBLES
Dehesa Race Park, I-8 E from San Diego, Ca., Harbison Cyn. exit to L Dehesa Rd. Sign 9, prac 11, race noon. Hi Boots MC. 714/477-7083.

Tuesday, Oct. 9

FLAT TRACK
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 PM. Camping. 208/375-6863 or 208/344-3041.

MINI
Trojan Spdwy., Southgate, Cal. TT every Tues, Flat Track 1st & 3rd Tues. Sign 6, race 8 pm. 213/632-4853 or 213/923-9132.

Wednesday, Oct. 10

CMC MX
Ascot Park, Gardena, Cal. Sign by 6:30, race 7:30 PM. CMC only.

Thursday, Oct. 11

TT
Trojan Spdwy., South Gate, Cal. 100/125, 175/250. Sign 6-7:30 pm. 213/623-4853 or 213/923-9132.

Friday, Oct. 12

ORANGE BOWL MX
Orange Cty. Int. Rcw., Irvine, Cal. Sign 'till 6:30, prac 6-7 PM, race 7:30. New course. 714/544-6420.

D-36 SCRAMBLES
Fremont Rcw., Fremont, Cal. Gates open 3:30 PM, prac 5, race 6:30. Silencers required. 415/327-4461.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Sign 6 PM, race 6:45, race 8. 213/675-1922.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

MOTOCROSS
El Toro Spdwy., San Diego Frwy to El Toro Rd., Rt on Carlotta, 1 mi past Leisureworld. Sign 5:30, race 6, race 7 PM. 714/534-9323.

CMC MX
Irwindale Rcw., Irwindale, Cal. Sign by 6:30 PM, race 7:30. CMC only.

NMA MINI CROSS
Indian Dunes Park, Mini-bike track, Valencia, Ca. Sign 6-7:30 p.m. 805/259-8000.

Attention Promoters:
For listing in this column call or write:
Cycle News, Box 498,
Long Beach, Ca.
90801
(213) 427-7433

Every Sat.

Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with \$10.00 post. Gate \$2.00, Entry \$4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Sat. Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission \$1.50. Race \$2. Camping Free. Sunday Practice \$1 per bike, silencers required. (714) 826-2386.

Every Sun.

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 a.m. Sign up 7:00 a.m. For information call: (213) 921-5466.

1st & 3rd Sundays

Motocross, Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Lined. 7:30 a.m. sign up, 9 a.m. race. \$3.25 ride, \$1.50 & .75 watch. Primitive camping. Swimming, fishing. For info. call: (714) 257-3315 or (714) 252-2070.

Reach Out

Rialto MX
(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call: (714) 874-4422 or (714) 874-0743.

Every Fri. MX Sat. Short Track & TT

El Toro Speedway, Motocross all classes. Night time racing. Open at 5pm, Practice 6, Race 7. Admission \$1.50, 1st Entry \$4.00, 2nd Entry \$2.00, Pit Pass \$2.00. UNDER NEW MANAGEMENT. Off at El Toro off ramp, west on south side of fwy.



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.

SCHEDULE OF COMING EVENTS

October November
7 - Carlsbad 4 - Carlsbad
14 - Indian Dunes
21 - Rawhide
28 - Muntz

SILENCERS REQUIRED. Sportsman classes \$5. mail, \$10. post. Seniors \$10. mail, \$15. post. All entries must be received no later than Friday before each event. A.M.E. membership, & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

FRIDAY NIGHTS M.X.

INDIAN DUNES

no mail entry
Post entry at track \$5. post Sportsman, \$10. Seniors, \$2.00 track admission. 20% trophies. 100% pay-back to Seniors. Sign-up 6 P.M. Practice 6:45 P.M., 1st race 8 P.M. sharp. Phone MON thru FRI 213-675-1922.

SPILLWAY CYCLE PARK Santa Maria, California

1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes \$5.00 Mail, \$10.00 Post, Senior Classes \$10.00 Mail, \$15.00 Post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

NORCO LITTLE LEAGUE

presents

FAMILY DAYS

Games for entire Family - Trophies
Sat., Oct. 20 1:00 pm

GREAT FAMILY ENDURO 60 Miles

SUN., OCT. 21

20% Trophies (all classes) & Finisher Pins
100% Trophies - PP & Mini
Soggy Dry Lake - Lined from Lucerne
Mail \$7.00, Post \$8.00 - Send 2 SASE
to: Norco Little League, 3212 Melanie
Norco, Calif 91760

OCT 15 - DEADLINE
Info: (714) 737-4337

Desert

PUCKER BUNNY ENDURO RED MOUNTAIN

lined from Red Mt. approx. 10 miles

OCTOBER 14

1st rider out 8:01 a.m.

Flip card scoring

20% Trophies

A, B, & C riders welcome under 16, +35

No charge for Parent/Child

or Husband/Wife team

Add \$1.00 per rider for 3 man team

100% Trophies for PP & Mini

Super Finisher Pins

Approx 70 miles of fun

Nothing Impossible

mail \$7.50 & 2 SASE to: CRC,

6625 Dorinda, Riverside, Ca. 92503

CRC (714) 688-1291

CALENDAR

Saturday, Oct. 13

**D-36 AMATEUR
SCRAMBLES**
3800 Depot Rd.,
Hayward, Cal. Sign 4-6 PM,
prac 4-5:45, race 7:30.
Silencers required.
415/276-9085.

**D-36 SEMI-PRO
SHORT TRACK**
Monterey Fairgrounds,
Monterey, Cal. Sign 5, prac
6:30, race 8.
408/899-2401.

MOTOCROSS
Moreno Valley MC,
DeAnza Park, 10 mi E of
Riverside, Cal. on US 60,
Theodore exit. Sign 7:30,
race 9 AM. 714/735-1301.

**BRA 7th LAGUNA
SALADA 200**
Baja Champions and
Manufacturers Trophy
points. 903/762-2948.

D-37 HARE & HOUND
Check Chase World
Championships. Lined
from Lucerne, Cal., to
Arizona. Checkers MC.
Entry closes 9-24. Box
1321, Hesperia, Ca. 92345.
213/846-6596.

TT SCRAMBLES
Elsinore Rcw.,
Elsinore, Cal. Sign 5-7:30,
prac 6:30, race 8 PM.
Silencers required. Free
camping. 714/826-2386.

**BLM PROTEST
RALLY**
Desert Turtles MC. At
Bim Riverside office, 1414
University Ave., Riverside,
CA. 1 pm. Tell the BLM
how you feel about their
plan. 714/842-1121 or
213/921-2131.

**AMA PRO
HALF MILE**
Pacific Coast Regional
Champ. Tulare Frdgs.,
Tulare, CA. \$3,000 purse.
Prac 4-5:30 p.m., time
trials 6-7:15, race 7:45 pm.
209/674-8958.

INDOOR MC RACES
Surrey Frdgs.,
Cloverdale, B.C., Canada
CMA. 125, 250, mini, PP,
OT. 604/321-1424.

**INDOOR SHORT
TRACK**
Benton Cnty. Frdgs.,
Corvallis, Oregon, btwn.
Eugene & Salem on Hwy
99. Prac 7 pm, race 8 pm.
1/8 mi. dirt track.
Sportsmen. 503/753-1023
or 503/753-4581.

D-36 SHORT TRACK
Pioneer Arena, Oakdale,
Cal. btwn Oakdale and
Escalon. Sign 5-7, prac 6-7,
race 7:30. Class C, silencers
required. 209/869-1457.

**SHORT TRACK
& TT**
El Toro Spdwy, San
Diego Frwy, to El Toro
Rd., Rt on Carlotta 1 mi
past Leisureworld. Sign
5:30, prac 6, race 7.
714/534-9323.

NRA MOTOCROSS
Indian Dunes, Valencia,
Calif. 8 prac, 9:30 race.
714/688-1291 or
805/259-8000.

TT SCRAMBLES
Perris Rcw., Perris,
Cal. Sign up ends 7:30 PM.
Silencers required. No
membership. Limited
entries due to curfew.
714/657-3678.

SUPER FUN MX
Saddleback Park, Irvine,
Cal. Gates open 7:30 AM.
714/557-9243.

FABULOUS FUN MX
Carlsbad Rcw.,
Carlsbad, Cal. Gate opens 7
AM. No mail entry.
714/832-4555.

BX
7th near Studebaker,
Long Beach, Cal. Prac. 11,
race 12 noon. 30% brass.
50 cent entry.

FLAT TRACK
Trojan Spdwy.,
Southgate, Cal. 100/125,
175/250. Sign 6-7:30.
213/623-4853 or
213/923-1932.

Sunday, Oct. 14

WINTER ENDURO
Sonora Pass MC. Hulls
Meadow Camp., 6 mi S of
Lon Barn, Hwy 108 - 18
mi E of Sonora. Camping.
\$7 entry & 3 SASE closes
9-20. Box 259, Sonora, Ca.
95370. 209/532-9248 or
984-5084.

MOTOCROSS
Rawhide Park, Elsinore,
Cal. All classes. Sign 7 AM,
race 9. 213/921-5466.

CMC MX
Carlsbad Rcw.,
Carlsbad, Cal. Sign
6:30-8:30 AM, prac
7:30-8:30, race 9.
Camping.

AMC MX
Saddleback Park, Irvine,
Cal. No memb. no mail
entry. Gate 6:30, prac
7:30. 714/832-4555.

CRC MOTOCROSS
Orange County Race
Way, Irvine. Info:
714/688-1291. No memb.

**ATA OBSERVED
TRIALS**
Second Round State
Championship at Indian
Dunes Park, Valencia, Cal.
Sign 8, start 10:00.

**ITA TRIALS &
SCHOOL**
Escape Country.
Trabuco Canyon, Cal.
Membership required. Sign
9 am, school 10, comp. 12
noon. Box 2313, Orange,
Cal. 92669.

CMC ROAD RACE
Orange County Int.
Rcw., Santa Ana Frwy. to
Sand Canyon Rd. Prac 9,
race 12 noon. GP & Prod.
Gates open 6:30, sign 7
am. 213/842-7433.

**PUCKER BUNNY
ENDURO**
Red Mt., Cal. A/B/C,
over 35, under 16, teams.
Pins, brass, 20%, 100% PP,
Mini, \$7.50 plus 2 S.A.S.E.
to CRC, 6625 Dorinda,
Riverside, CA 92503.
Virgil will ride this!
714/688-1291.

RAINEER BEER RR
Portland Int. Rcw.,
West Delta Park, Portland,
Ore. Race 4 in series. Sign
& tech 8 am. AMA memb.
Free beer. 503/282-4215.

**AMA EUROPEAN
SCRAMBLES**
Pleasant Valley Rcw.,
Coalinga, Cal. 1-5 to Jayne
Ave. Sign 6:30 am, prac 9,
race 10:15 am. Pathfinders
MC & Trailrotters MC.
209/226-4939.

D-36 SHORT TRACK
San Joaquin Cnty.
Frdgs., Stockton, Cal. Class
C. White plate. Silencers.
Prac 12:30 to 1:30, race 2
pm. 209/239-2189.

MOTOCROSS
Edwards AFB, Cal.
Take Rosemond Blvd. in
Rosemond, Cal., to Forbes
Ave., L for 4 mi. Sign 8,
prac 9, race 10 am. Desert
Wheels MC. 805/258-4025.

NMA MINIS
Saddleback Park,
Orange, Ca. On new mini
TT-Scrambles track. Sign
8:30-9:30 a.m., race 10.
Trophy dashes too.

SRAC GRAND PRIX
MX "A" riders. Coal
Creek Rcw., Hwy. 7 two
mi E of Layfayette, Colo.
GP "B" and Exp. only.
\$1000 purse. Prac 8 a.m.,
race 10:30 a.m. 665-5666.

**CMC WIDOWMAKER
PRO HILLCLIMB**
Utah. Exp. Pro only.
250/500/Open/Fuel.
\$1500 purse. \$15 mail
closes 10/7, post \$25.
Terry Larsen, 6416 South
1140 West, Murray, UT
84107. 801/266-4704.

MARATHON
Fremont Rcw.,
Fremont, CA. 2 man, 2 hr.
No lic. 20% brass.
415/327-4461.

CRA MOTOCROSS
De Anza Cycle Park, 6
mi. E of Sunnymead, Ca.
on US 60, Theodore exit.
No memb. Sign 7 am, race
9am. 714/849-8481.

TT OPEN PRACTICE
Perris Rcw., Perris, Ca.
10 a.m. to 2 p.m. Riders
must be 18 with ID or with
parent, amb. on hand.
714/657-3678 after 6 p.m.

FUN TRIALS
Arrowhead Trials Club.
Butterfield Country, Hwy
71 off 395. Dance Sat.
night. Pools.
714/887-2600.

BME BX & GP
Bicycles only. Soledad
Sands Park, Acton, Ca. 9
a.m. sign, prac. 10 race.
805/251-2322 days.

AME MOTOCROSS
Indian Dunes Park,
Valencia, Cal. Open 6:30
am, prac 8, race 9. See ad
in this section.
213/675-1922.

Tuesday, Oct. 16

FLAT TRACK
Owyhee MC, Boise,
Idaho. Follow signs from
end of Harrison Blvd. Race
8 P.M. Camping.
208-375-6863 or
208/344-3041.

MINI
Trojan Spdwy.,
Southgate, Cal. TT every
Tues, Flat Track 1st & 3rd
Tues. Sign 6, race 8 pm.
213/632-4853 or
213/923-9132.

Wednesday, Oct. 17

CMC MX
Ascot Park, Gardena,
Cal. Sign by 6:30, race
7:30 PM. CMC only.

Thursday, Oct. 18

TT
Trojan Spdwy., South
Gate, Cal. 100/125,
175/250. Sign 6-7:30 pm.
213/623-4853 or
213/923-9132.

Friday, Oct. 19

ORANGE BOWL MX
Orange Cnty. Int. Rcw.,
Irvine, Cal. Sign 'till 6:30,
prac 6-7 pm, race 7:30.
New course.
714/544-6420, or
714/979-9233.

D-36 SCRAMBLES
Fremont Rcw.,
Fremont, Cal. Gates open
3:30 pm, prac 5, race
6:30. Silencers required.
415/327-4461.

AME NIGHT MX
Indian Dunes, Valencia,
Cal. Sign 6pm, prac 6:45,
race 8. 213/675-1922.

MOTOCROSS
Owyhee MC, Boise,
Idaho. Follow signs from
end of Harrison Blvd.
Camping. 208/375-6863 or
208/344-3041.

MOTOCROSS
El Toro Spdwy., San
Diego Frwy to El Toro
Rd., Rt on Carlotta, 1 mi
past Leisureworld. Sign
5:30, prac 6, race 7 pm.
714/534-9323.

CMC MX
Irwindale Rcw.,
Irwindale, Cal. Sign by
6:30 pm, race 7:30. CMC
only.

NMA MINI CROSS
Indian Dunes Park,
Mini-bike track, Valencia,
Ca. Sign 6-7:30 p.m.
805/259-8000.

Saturday, Oct. 20

**D-36 AMATEUR
SCRAMBLES**
3800 Depot Rd.,
Hayward, Cal. Sign 4-6 pm,
prac 4-5:45, race 7:30.
Silenc. reqd. 415/276-9085.

**D-36 SEMI-PRO
SHORT TRACK**
Monterey Fairgrounds,
Monterey, Cal. Sign 5, prac
6:30, race 8.
408/899-2401.



ANNOUNCES

Orange BOWL OF MOTOCROSS

EVENTS ARE ESPECIALLY FOR

BEGINNER - NOVICE - JUNIOR - INTERMEDIATE
SENIOR - EXPERT - OLD TIMERS - MINIS

NO MEMBERSHIP REQUIRED

"EVERY" FRIDAY NIGHT

- ALL NEW MOTOCROSS COURSE
- FREE PROGRAMS & TRACK ANNOUNCER
- NEW GRANDSTANDS
- CLEAN, LIGHTED PITS

\$5.00 ENTRY FEE ENTRIES BOUGHT AT TRACK
NIGHT OF EVENT EXPERTS \$10.00
4:30 PIT GATE OPENS 6:30 SIGN-UP CLOSES
6:30 SPECTATOR GATES OPEN 6-7 PRACTICE
7:30 FIRST JR RACE
\$3.00 Adults \$1.00 8-12 YEARS
INCLUDES PIT PASS

Info: (714) 544-6420 or 979-9233

HOPETOWN

Entries Are Open Now

Beat The Rush

Nov 10 & 11

BAYMARE MX

PACIFIC MOTOCROSS
ASSOCIATION

(NO MEMBERSHIP REQUIRED)

100% Awards (Includes 40%
Trophies)

OCTOBER 7

ALL CLASS MOTOCROSS

Minicycle Also

Beginners, Juniors, Intermediates,
Experts, 40% Trophies to Novices, 100%
payback Experts. Powder Puff & over
35. Sign up 7 am, Practice 8 am, Race 9
am.
Follow 101 to 23 at Thousand Oaks,
travel north to 118. Left four miles to
Balcom Canyon, Right to Bixby Rd. to
end. Info: (805) 482-5220/647-4657.

PVDR POMONA VALLEY DESERT RIDERS

Presents

TURKEY SHOOT ENDURO NOV 11, 1973

1st rider out at 8:01 am

Soggy Dry Lake area

20% Trophies, Super Finisher Pins

Drawings for Free Turkeys

All family type teams, A, B, & C classes

\$5.00 mail, \$7.50 post, \$1.00 extra

for 2 or 3 man teams.

2 loops, 1 easy family loop, 2nd harder

P.O. Box 282, Montclair, Calif 91763

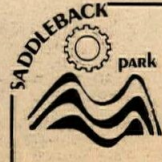
or call Dave (714) 626-7696

IRWINDALE
RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



want • ads
CYCLE NEWS

RIDE SRA
EVENTS
JUST FOR FUN!!! (213) 320-1015



MX RACES
EVERY SAT.
NO MEMBERSHIP
3 20-min motos
For Info. 714-979-9235

CALENDAR

FLAT TRACK
Trojan Spdwy.,
Southgate, Cal. 100/125,
175/250, Sign 6-7:30.
213/623-4853 or
213/923-1932.

MOTOCROSS
Moreno Valley MC,
DeAnza Park, 10 mi E of
Riverside, Cal. on US 60,
Theodore exit. Sign 7:30,
race 9 am. 714/735-1301.

TT SCRAMBLES
Elsinore Rcw.,
Elsinore, Cal. Sign 5-7:30,
prace 6:30, race 8 pm.
Silen. rqd. Free camping.
714/826-2386.

SHORT TRACK
& TT
El Toro Spdwy., San
Diego Frwy. to El Toro
Rd., Rt on Carlotta 1 mi.
past Leisureworld. Sign
5:30, prac 6, race 7.
714/534-9323.

TT SCRAMBLES
Perris Rcw., Perris,
Cal. Sign up ends 7:30 pm.
Silen. rqd. No memb.
Limited entries due to
curfew. 714/657-3678.

SUPER FUN MX
Saddleback Park, Irvine,
Cal. Gate opens 7:30 am.
714/557-9243.

FABULOUS FUN MX
Carlsbad Rcw.,
Carlsbad, Cal. Gate opens 7
am. No mail entry.
714/832-4555.

BX
7th near Studebaker,
Long Beach, Cal. Prac 11,
race 12 noon. 30% brass,
50 cent entry.

NRA MOTOCROSS
Indian Dunes, Valencia,
Calif. 8 prac, 9:30 race.
714/688-1291 or
805/259-8000.

October 20-21

**YAMAHA RIDER
SAFETY COURSE**
Follow up course for
LTR grads. Bakersfield,
Cal. See local papers for
info.

Sunday, Oct. 21

D-36 SCRAMBLES
9600 Pioneer Ave.,
Oakdale, Cal. Silencers
required. Sign 8-10 am,
prac 9, race noon. Open
traction. 209/869-1457.

MOTOCROSS
Rialto Reach Out MX,
Rialto, Cal. Jr., Ex. races.
Pick up entry forms at
your friendly neighbor-
hood dealer. Info:
714/874-4422 or
714/874-0743.

CRC MOTOCROSS
Carlsbad Rcw.,
Carlsbad, Cal. Info:
714/688-1291. Beg; Nov;
Int; Sr; Mini; Oldster; PP;
Youngster. No membership
required.

CMC MOTOCROSS
Saddleback Park, Irvine,
Cal. Prac. 7:30, race 9:00.
Mail entry Jr/Int \$5, Ex
\$10 to Box 1402, Costa
Mesa, Ca. 92626.

OBSERVED TRIALS
Soledad Sands Park, I-5
to Hwy 14, E to Crown
Val. exit. Sign 8:30 ATA.
V.O.T.E. & D.O.T.
213/765-8186 or
805/562-0285.

**DRA HARE
SCRAMBLES**
Lined from Cal. City
Golf Course, Cal. City,
Calif., and from 20 Mi. N
of 4 Corners on 395 left
side. 2-22 mi. loops. Food.
Beg/Nov/Am/Ex
714/734-4647.

AMATEUR MX
Yuma Cycle Park, 1045
La Casita, Yuma, Ari. 1 mi.
E of Yuma on U.S. 95.
Gates open 7 am.
602/726-0532 (nights).

**D-36 BLUE PLATE
MOTOCROSS**
T-Car Spdwy., Carson
City, Nev. Sign 6 am, race
9 am.

AME MOTOCROSS
Rawhide Cycle Park,
Elsinore, Cal. Open 6:30
am, prac 8, race 9 am. See
ad this section.
213/675-1922.

**D-37 HARE &
HOUND**
Red Mountain, Trona
Rd. 9 am. 80 mi fast
course. Desert Knights.
213/542-4759.

AMC MOTOCROSS
Orange Cnty. Int.
Rcw., I-5 to Sand Cyn.
exit. No memb. Prac 8 am.
714/832-4555.

ENDURO
Arizona Championship
2nd Tonto 100, 40 mi NE
Phoenix, Ari. \$10. 7 a.m.
Street legal, spk. arr. Road
& Trails Assoc., Inc. 4136
E. Vernon, Phoenix, AZ
85008. 602/956-6005.

TT SCRAMBLES
Perris Rcw., Perris,
Cal. All classes, Sign 7 am,
race 9. 213/921-5466.

MOTOCROSS
Rawhide Park, Elsinore,
Cal. All classes, Sign 7 am,
race 9. 213/921-5466.

MOTOCROSS
Lake Dolores, 20 mi E
of Barstow, Cal. Sign 7:30,
race 9. Camping.
714/257-3315 or
714/252-2070. Barstow
MC.

CRA MOTOCROSS
De Anza Cycle Park, 6
mi. E of Sunnymead, Ca.
on US 60, Theodore exit.
No memb. Sign 7 am, race
9am. 714/849-8481

NMA MINI CROSS
New Minibike track
next to Shadow Glen
course, Indian Dunes Park,
Valencia, CA. Sign
8:30-9:30 a.m.
805/259-8000.

HENRY KOEPKE TRIALS
Due to fire danger the
Henry Koepke Trial has
been rescheduled for
October 21, 1973. The
Portland Trial originally set
for that date will be
rescheduled.

NRA GRAND PRIX
Indian Dunes, Valencia,
Ca. 100% trophies, 80%
cash payback to Sr. Prac. 8
a.m., race 9. No memb.
714/688-1291 or
805/259-8000.

D-38 TT SCRAMBLES
Dehesa Race Park, I-8 E
from San Diego, Ca.,
Harbison Cyn. exit to L
Dehesa Rd. Sign 9, prac
11, race noon. Hi Boots
MC. 714/477-7083.

FAMILY ENDURO
Norco Little League.
Soggy Dry Lake, lined
from Lucerne.
714/737-4337. Fun &
games day before.

HIGH DESERT 100
Cascade MC Cross
Country. 2 fifty mi. loops.
Start 20 mi. E of Bend,
Oregon on Hwy. 20. 10 am
start. Spk. arr. & muff.
389-1966 or 382-0542.

Tuesday, Oct. 23

FLAT TRACK
Owyhee MC, Boise,
Idaho. Follow signs from
end of Harrison Blvd. Race
8 PM. Camping.
208/375-6863 or
208/344-3041.

MINI
Trojan Spdwy.,
Southgate, Cal. TT every
Tues, Flat track 1st & 3rd
Tues. Sign 6, race 8 pm.
213/632-4853 or
213/923-9132.

Wednesday, Oct. 24

CMC MOTOCROSS
Ascot Park, Gardena,
Cal. Sign by 6:30, race
7:30 PM. CMC only.

Thursday, Oct. 25

TT
Trojan Spdwy.,
Southgate, Cal. 100/125,
175/250. Sign 6-7:30 pm.
213/623-4853 or
213/923-9132.

Friday, Oct. 26

D-36 SCRAMBLES
Fremont Rcw.,
Fremont, Cal. Gates open
3:30 pm, prac 5, race 6:30.
Silen. rqd. 415/327-4461.

AME NIGHT MX
Indian Dunes, Valencia,
Cal. Sign 6 pm, prac 6:45,
race 8. 213/675-1922.

MOTOCROSS
Owyhee MC, Boise,
Idaho. Follow signs from
end of Harrison Blvd.
Camping. 208/375-6863 or
208/344-3041.

MOTOCROSS
El Toro Spdwy., San
Diego Frwy to El Toro
Rd., Rt on Carlotta, 1 mi
past Leisureworld. Sign
5:30, prac 6, race 7.
714/534-9323.

CMC MOTOCROSS
Irwindale Rcw.,
Irwindale, Cal. Sign by
6:30 pm, race 7:30. CMC
only.

ORANGE BOWL MX
Orange Cnty. Int. Rcw.,
Irvine, Cal. Sign 'till 6:30,
prac 6-7, race 7:30. New
course. 714/544-6420 or
714/979-9233.

October 26-28

CSH CUSTOM SHOW
Long Beach Sports
Arena, Long Beach, CA.
Custom cars & bikes.
213/588-1934.

Saturday, Oct. 27

**D-36 AMATEUR
SCRAMBLES**
3800 Depot Rd.,
Hayward, Cal. Sign 4-6 pm,
prac 4-5:45, race 7:30 pm.
Silen. rqd. 415/276-9085.

FAULOUS FUN MX
Carlsbad Rcw.,
Carlsbad, Cal. Gate opens 7
am. No mail entry.
714/832-4555.

BX
7th near Studebaker,
Long Beach, Cal. Prac. 11,
race 12 noon. 30% brass,
50 cent entry.

SUPER FUN MX
Saddleback Park, Irvine,
Cal. Gate opens 7:39 am.
714/557-9243.

SHORT TRACK & TT
El Toro Spdwy., San
Diego Frwy. to El Toro
Rd., Rt on Carlotta 1 mi.
past Leisureworld. Sign
5:30, prac 6, race 7.
714/534-9323.

TT SCRAMBLES
Perris Rcw., Perris,
Cal. Sign up ends 7:30 PM.
Silen. rqd. No Memb.
Limited entries due to
curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcw.,
Elsinore, Cal. Sign 5-7:30,
prac 6:30, race 8 PM.
Silen. rqd. Free camping.
714/826-2386.

FLAT TRACK
Trojan Spdwy.,
Southgate, Cal. 100/125,
175/250. Sign 6-7:30.
213/623-4853 or
213/923-1932.

**D-36 SEMI-PRO
SHORT TRACK**
Monterey Fairgrounds,
Monterey, Cal. Sign 5, prac
6:30, race 8.
408/899-2401.

MOTOCROSS
Moreno Valley MC,
DeAnza Park, 10 mi E of
Riverside, Cal. on US 60,
Theodore exit. Sign 7:30,
race 9 AM. 714/735-1301.

Y-AMA SCRAMBLES
T-Car Spdwy., Carson
City, Nev. West Coast Mini
Bike Regional Cham. Sign
7 am, race 10 am.
702/882-5030.

NRA MOTOCROSS
Indian Dunes, Valencia,
Cal. Prac 8, race 9:30 am.
714/688-1291 or
805/259-8000.

**INDOOR SHORT
TRACK**
Benton Cnty. Frdgs.,
Corvallis, Oregon, btwn.
Eugene & Salem on Hwy
99. Prac 7 pm, race 8 pm.
1/8 mi. dirt track.
Sportsmen. 503/753-1023
or 503/753-4581.

INDOOR MC RACES
Surrey Frdgs.,
Cloverdale, B.C., Canada
CMA. 125, 250, mini, PP,
OT. 604/321-1424.

October 27-28

**YAMAHA LEARN TO
RIDE PROGRAM**
Oakland, Calif. See local
papers for info.

Sunday, Oct. 28

ENDURO
2nd Annual Cotton Boll
National Enduro,
Memphis, Texas. Entry
closes Oct. 1. AMA blank
to Box 9251, Amarillo,
Texas 79105.

NRA NATIONAL RACING ASSOCIATION

GRAND PRIX INDIAN DUNES



October 21



100% TROPHIES

all 12" tall,
awarded same day

Top 10% receive Championship size 30" Trophies

Beg-Nov-Int-Sr

80% Cash payback to Sr.

7am	Sign-Up
8	Practice
9	Mini & PP
10	100/125 Beg
11	250/Open Beg
12	Practice
1	100/125 Nov
2	250/Open Nov
3	All Int & Sr

No mail entry, No membership required:

Post entry \$8.00 Beg-Nov-Int

\$10.00 Sr

\$1.00 Gate, \$2.00 Spectators

714-688-1291 805-259-8000

CRC california racing club

membership not required

Motocross

40% trophies awarded same day.
Results after each moto. Tape
recorded scoring. No mail entries.
Gates open - 7:00, Practice -
8:00, 1st Race - 9:30.

Fun For The Whole Family

OCTOBER 7 - RAWHIDE

OCTOBER 14 - ORANGE CNTY

OCTOBER 21 - CARLSBAD

OCTOBER 28 - INDIAN DUNES

BEGINNERS NOVICE INTERMEDIATE EXPERT MINI - POWDER PUFF
SCHOOL BOY CLASS (under 16 yrs old) OLDTIMERS

(714) 688 1291

(213) 830 7519

DRA Desert Racing Assoc.

Presents
2x34 A HARE SCRAMBLES 2x34
Beg., Nov., Am., Ex.

October 7

20% Trophies - Finisher Pins
DRA Points - Sign Up Sat. & Sun. a.m.
Start @ 9:30 A.M. Arrive Early
Lined from Golf Course At Calif. City
Lined 20 miles no. of four
corners on Hwy 395, left side
S.C.A.T. Radio - 4/Wheel
Ambulance, Catering, Photo's
714-373-4647

Desert

EUROPEAN SCRAMBLES

OCTOBER 7

Interstate 15 to Sidewinder Rd.
5 miles So. of Barstow.

20% Trophies & Finisher Pins

8am	- 100 - 125 Beg.
9	- 250 - Open Beg
10	- Mini - PP
11	- 100 - 125 Nov/Ex
12	- 250 - Open Nov/Ex

CRC (714) 688-1291

NRA NATIONAL RACING ASSOCIATION

MOTOCROSS EVERY SAT

INDIAN DUNES

NO MEMBERSHIP
REQUIRED

Beg-Jr-Int-Sr-PP-Mini

30% TROPHIES

100% CASH PAYBACK TO SR

8am Practice, 9:30 1st race

714-688-1291 805-259-8000



INDIAN DUNES PARK
600 acres - hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000



RACE SCHEDULE

Oct. 7 - OCIR
Oct. 14 - Saddleback
Oct. 21 - OCIR

INFO. 714-832-4555



National Numbers Come Home!

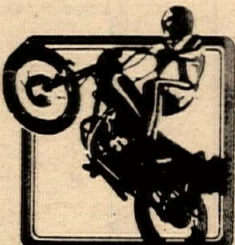
Real AMA BIG BIKES CHAMPIONSHIPS

FRIDAY 8:30 PM OCT. 5

GOLDEN STATE T.T. CHAMPIONSHIPS

SATURDAY 8:30 OCT. 6

\$22,800 20-LAP NATIONAL HALF-MILE





ROBERTS #80



SCOTT #64

SECOND YEAR EXPERTS LEAD LIST

TICKETRON

Tickets available at:
also available at:
ASCOT (213-321-1610 and 213-323-9710)
(Ijunction Harbor & San Diego Freeways)

DRA Desert Racing Association
What You Get At A DRA Event
Properly laid & well marked courses.
DRA points, neat finish pins. Top
quality 18-24 inch trophies. Champagne
for winners. 4 wheel rescue/patrol units.
Ambulance. SCAT radio crew.
Restrooms. Catering. Photos.
Your Fun & Safety Is Our Main Concern

CARLSBAD MX
EVERY SATURDAY
3-20 min motos
no membership
info 714-832-4555

CALENDAR

ITA TRIALS & SCHOOL
Saddleback Park, Irvine.
Cal. Sign 9, school 10.
comp. 12 noon.
714/639-6470.

AFM ROAD RACE
Sears Point Rcw.,
Routes 37 & 121, Sonoma
County, Cal. Opens 7, race
noon. AMA & AFM memb.
AFM S.F. Chap., Box 705,
Brisbane, Ca. 94005.

AMC MOTOCROSS
Saddleback Park, Irvine.
Cal. No memb, no mail
entry. Gate 6:30, prac
7:30. 714/832-4555.

CMC MOTOCROSS
Carlsbad Rcw.,
Carlsbad, Cal. Sign
6:30-8:30 am, prac
7:30-8:30, race 9 am.
Camping.

CRC MOTOCROSS
Indian Dunes, Valencia,
Calif. Info: 714/688-1291.
Beg: Nov; Int: Sr; Mini;
Old; PP; young. No
membership required.

MOTOCROSS
Rawhide Park, Elsinore,
Cal. All classes. Sign 7 am,
race 9. 213/921-5466.

MOTOCROSS
Edwards AFB, Cal.
Take Rosemond Blvd. in
Rosemond, Cal. to Forbes
Ave., L for 4 mi. Sign 8,
prac 9, race 10. Desert
Wheels MC. 805/258-4025.

Y-AMA MX
T-Car Spdwy., Carson
City, Nev. W. Coast Mini
Reg. Champ. Sign 7 am,
race 10. 702/882-5030.

MX EUROPEAN
STYLE
Lake Dolores, 20 mi. E
of Barstow, Cal. Sign 7:30,
prac 8:30, race 10 am.
SCRA 714/253-3434.

BIG BOOT ENDURO
Far West MC. AMA
sanc. Willow Creek, Cal.
First min. 8:01 a.m. Spark
Arr. 707/443-8031.

CRC TEAM RACE
Stoddard Valley, 15 to
Sidewinder Rd, 5 miles So.
of Barstow. 3-4 hrs of
racing. No memb. No mail
entry. 714/688-1291.

URA FAMILY
ENDURO
Good time enduro.
Special price \$12.50 for
whole family, \$7.50 for
individual. Lined from
Trona Rd. & 395, Red
Mtn., Ca. 213/421-9179 or
213/787-5208.

TT OPEN PRACTICE
Perris Rcw., Perris, Ca.
10 a.m. to 2 p.m. Riders
must be 18 with ID or with
parent, amb. on hand.
714/657-3678 after 6 p.m.

Tuesday, Oct. 30

MINI
Trojan Spdwy.,
Southgate, Cal. TT every
Tues, Flat track 1st & 3rd
Tues. Sign 6, race 8 pm.
213/632-4853 or
213/923-9132.

FLAT TRACK
Owyhee MC, Boise,
Idaho. Follow signs from
end of Harrison Blvd. Race
8 PM. Camping.
208/375-6863 or
208/344-3041.

Wednesday, Oct. 31

CMC MOTOCROSS
Ascot Park, Gardena,
Cal. Sign by 6:30, race
7:30 PM. CMC only.

Thursday, Nov. 1

TT
Trojan Spdwy.,
Southgate, Cal. 100/125,
175/250. Sign 6-7:30 pm.
213/623-4853 or
213/923-9132.

Friday, Nov. 2

MOTOCROSS
El Toro Spdwy., San
Diego Frwy to El Toro
Rd., Rt on Carlotta, 1 mi
past Leisureworld. Sign
5:30, prac 6, race 7.
714/534-9323.

D-36 SCRAMBLES
Fremont Rcw.,
Fremont, Cal. Gates open
3:30 pm, prac 5, race 6:30.
Silenc. rqd. 415/327-4461.

AME NIGHT MX
Indian Dunes, Valencia,
Cal. Sign 6 pm, prac 6:45,
race 8. 213/675-1922.

MOTOCROSS
Owyhee MC, Boise,
Idaho. Follow signs from
end of Harrison Blvd.
Camping. 208/375-6863 or
208/344-3041.

ORANGE BOWL MX
Orange Cty. Int. Rcw.,
Irvine, Cal. Sign 'till 6:30,
prac 6-7, race 7:30. New
course. 714/544-6420 or
714/979-9233.

CMC MOTOCROSS
Irwindale Rcw.,
Irwindale, Cal. Sign by
6:30 pm, race 7:30. CMC
only.

November 2-4

CYCLE CARNIVAL
Santa Clara Cnty.
Frgds., Gateway Hall, San
Jose, CA. Fri. 6-11 pm, Sat
12-11 pm, Sun 12-9 pm.
Custom, antique, racing
bikes. \$3. 415/689-0395.

Saturday, Nov. 3

D-36 AMATEUR
SCRAMBLES
3800 Depot Rd.,
Hayward, Cal. Sign 4-6 pm,
prac 4-5:45, race 7:30 pm.
Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcw.,
Carlsbad, Cal. Gate opens 7
am. No mail entry.
714/832-4555.

BX
7th near Studebaker,
Long Beach, Cal. Prac. 11,
race 12 noon. 30% brass,
50 cent entry.

SUPER FUN MX
Saddleback Park, Irvine,
Cal. Gate opens 7:39 am.
714/557-9243.

SHORT TRACK & TT
El Toro Spdwy., San
Diego Frwy. to El Toro
Rd., Rt on Carlotta 1 mi.
past Leisureworld. Sign
5:30, prac 6, race 7.
714/534-9323.

TT SCRAMBLES
Perris Rcw., Perris,
Cal. Sign up ends 7:30 PM.
Silenc. rqd. No Memb.
Limited entries due to
curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcw.,
Elsinore, Cal. Sign 5-7:30,
prac 6:30, race 8 PM.
Silenc. rqd. Free camping.
714/826-2386.

FLAT TRACK
Trojan Spdwy.,
Southgate, Cal. 100/125,
175/250. Sign 6-7:30.
213/623-4853 or
213/923-1932.

NRA MOTOCROSS
Indian Dunes, Valencia,
Cal. Prac 8, race 9:30 am.
714/688-1291 or
805/259-8000.

Trans-AMA
Motocross
10-7 Lexington, OH
10-14 Washington, IN
10-21 Atlanta, GA
10-28 Orlando, FL
11-4 Houston, TX
11-11 Phoenix, AZ
11-18 Puyallup, WA
11-25 Livermore, CA
12-2 Irvine, CA

1973 AMA National
Events
10-6 Gardena, CA 1/2

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Irving says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next

Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event (TT, MX, Enduro, etc.) _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info _____
(with area code) _____

WANT ADS

Wanted: Someone To Take Over Payments

on 1973 Yamaha 175cc. Never raced, perfect cond. Call Mike (213) 438-1514 after 5 p.m. (36/TFN)

Honda Elsinore Swingarm Bushing Shot??

We have in stock bronze bushings for CR 125, and the CR 250 that will permanently solve your problem. \$11.95. California residents add 6% tax. Dealer inquiries invited. Tom Sawyer Honda, 26062 Bouquet Canyon Road, Saugus, Ca. 91350. (805) 259-4616. (39/2x)



3 BIKES INSIDE, 2 OUTSIDE

Rent Smuggler Trailers Now

15' and 18' units. (714) 879-8252, (714) 986-7016, (714) 893-5038, (213) 377-1861, (714) 533-7660. (39)

Help Wanted

General maintenance, mechanic, and partsman. Apply at Dale Brown Motors, 2441 Long Beach Blvd., Long Beach, Ca. (39)

New Motorcycles

At wholesale prices. 1973 CZ, 400 MX, \$1049.00. 1973 CZ, 250 MX, \$1049.00. 1973 CZ, 250 enduro, \$995.00. 1973 Suzuki, 400 MX, \$895.00. 1973 Suzuki TC 125, \$519.00. 1973 Penton trails, \$695.00. Others at similar savings. Call Newhall (805) 259-5350. (39/2x)

Used Clearance

1965 Yamaha 125cc, \$195.00. 1969 Yamaha 250cc DT1, new top end, \$395.00. 1970 Kawasaki 175cc F3, new top end, \$395.00. 1971 Yamaha 250cc MX, new top end, \$449.00. 1972 Suzuki TM 400 MX, \$595.00. 1970 Kawasaki 500 H1, \$595.00. 1972 Bultaco 250cc MX, \$695.00. New '74 in stock now. Kawasaki of Pomona, 954 W. Holt, Pomona, Ca. (714) 623-1204. (39)

Mechanic Wanted

for Yamaha. Only work on a guarantee, no winter slump. Ask for Jim Pierce, Scag Yamaha in Fullerton. (714) 871-8051. (39/TFN)

Sales Position Open

Excellent sales position open in Orange County. Sell for Pacific Customs and Genuine PMC Products. Selling competition products only. Take over well established route. Truck, gas, expenses furnished. Only well established, reliable person need apply. Call on October 4 & 5 between 8:30 A.M. and 4:30 P.M. for interview on Saturday, October 5, 1973. Phone (213) 849-7718, ask for Mr. Glasgow. (39)

DKW Hornet '73

Pettys, Honda seals, Akronts F&R, bars, Bassani and others. Excellent cond., must sell, \$690. (714) 523-5478. (39)



Super-T

Model-T pickup dunebuggy. Street legal — has many extras. Must sell, \$900. (213) 530-5630. (39)

'73 SUZUKI 125 MX, super fast, excellent condition, \$475.00. (714) 525-1949. (39)

Land — Land — Land

40 acres desert, ideal motorcycle country, \$6000.00 F.P. No lien, qualifying E-Z terms. (714) 835-6208. (39)

TM 125 Suzuki — First \$550

set up by Cole Bros., very neat & super fast. 3 months old — call (213) 242-1211 or 655-6400. (39)

'72 1/2 CZ 250 With All Goodies

Engine by P.C., Girlings, DID rims, chain, all plastic fenders, BSA alloy gas tank, T.H. cables, electronic ignition, \$700. Also '71, 250 CZ, \$500. MUST SEE to appreciate! (213) 325-5210. (39)

American Eagle 125

Curnutts, Filtron, plastic fenders, ported, new piston and pipe, \$375.00. (213) 433-1457. (39)

Radial 400 Maico

A-1 condition, 1 hr. on fresh engine! Many extras: Konis, Wheelsmith trick stuff. New bars, fenders, rim, \$900.00. (213) 893-2045 or 894-5486. (39)

'66 SHERPA 200cc, good condition, Pettys, arrester, O.R. lic., \$175. (213) 786-6566. (39)

125 YAMAHA — dirt only, super quick, 21 in., ARD mag. (213) 330-2625. (39)

'71 1/2 MAICO 360, AKRONTs, internal springs, Konis, Filtron, Mikuni, ported, 400 trans. Many other extras also. Must sell, \$550.00. Larry or Terry (213) 994-0211. (39)

1973 Honda Trials

Excellent condition, off road licensed, \$500.00. Also 1973 Honda ST-90, almost new, street licensed, \$325.00. (213) 372-7919. (39)

'70 Honda SL 350

Original, excellent, 10,000 miles, new rings & valves, \$425.00. (213) 286-4611. (39)

Four Wheeler Tires, Bul Tank

New Dunlop 300x21 & 400x18 knobbies, \$14.00 ea. Bultaco desert tank, \$20.00. '71 Chev. 3/4, 4x4 w/shell, 24000 mi., \$7000 inv., sell \$4495.00. Call for extras, too numerous to list, might trade. (714) 842-7324. (39)

'69 YAMAHA 125 MX, good first bike, xtras, \$275. (213) 675-3516. (39)

450 Husky A-1 Condition

Ridden five times, \$1200.00. 7738 Scout Ave., Bell Gardens, Ca. (213) 927-3393, after 6 p.m. (213) 923-7807. (39)

Honda 250 Elsinore

CR 250, ridden 5 times, Trelleborg tires, extras. Owner injured, \$950.00. (213) 985-5267. (39)

1974 YAMAHA MX, 125cc, excellent condition, \$600. (213) 631-7331. (39)

'71 1/2 MAICO 250 MX, nu top end, exit., must see, \$575. (714) 533-3913. (39)

'72 Yamaha 360 MX

Beautiful condition, hardly ridden, \$700. (213) 545-1256. (39)

Prototype Kawasaki, Fast!

'69, 120cc, great for dirt, rebuilt engine, mint condition, extras. (213) 372-3350. (39)

'72 Husqvarna 450

\$1,000, perfect condition W/R, extras added. (213) 879-8817. (39)

'71 — 250 YAMAHA MX, exInt. — \$400 or best offer. (213) 964-8854. (39)

Clutz Broke His Shoulder

Must sell 250 Elsinore, ridden 4 times, 250 AJS, \$295. Walters 32 leathers, \$25. Viking size 8 boots, \$25. Lots of extras, will deal. Mike (213) 399-4313. (39)

Come And Get It

'71 Husky 400 for sale or trade. Make me an offer I can't refuse. (714) 847-0596. (39)

BULTACO, '72 Pursang 250, rebuilt engine, extras, fast, \$625. (213) 363-4038. (39)

1973 Yamaha DT-3 MX

Ready for the desert, Curnutts, Boyd & Stellings swingarm, 3 1/2 gallon tank, K & N filter, 34mm Mikuni, other extras, parts. \$725.00. (213) 695-4725. (39)

Trick Yamaha 250

Revell tuned and pipe, milled head, plastic tank, Curnutts, other list of extras too lengthy to mention. Must sell this week, \$650. (213) 776-8851. (39)

'72 Suzuki 125 MX

Must sell — clean! Comes with leathers, G.P. boots, Bell helmet, Petty fenders, Bassani pipe, knobbies & more, exc. cond., \$625.00. Call (415) 655-3260. (39)

1971 1/2 BSA 500 MX, perfect condition, many extras, \$750. (714) 735-4699. (39)

YAMAHA 250 MX, 1969. Very fast, Konis, extended swingarm, Petty fenders, fork kit, 21" front, new paint. Runs fantastic! Must sell, \$395. (213) 395-3883 or (213) 476-5410. (39)

'73 Yamaha 125 MX

Excellent shape, PP's, Mavrick shocks, K&N, never raced. Must sell, \$500.00. Call evenings (Rick) (714) 630-1335. (39)

Stop Street Walking

Buy like new 1972 Yamaha R5C 350. Used only by college professor. Perfect condition, low miles. Asking \$525. Will finance balance after reasonable down payment. (213) 376-2383. (39)

1973 PENTON 175. NEW — Sprockets, Diamond chain, rings and newest Motoplat. Licensed and in PERFECT CONDITION, \$895.00. (213) 842-0128. (39)

'73 RADIAL CZ, Konis, immaculate, \$950.00 or best, (714) 479-4762. (39)

Yamaha 250 YZ

Financial reasons force sale, ridden 6 times, super bike, \$1,500.00 or ? (213) 363-8432. (39)

'72 Rickman Hodaka

Great for beginning and Novice racer. Must call for extras, \$400. (213) 337-6811 or 446-7422. (39)

125 Yamaha MX

Trick, ported, Konis, frame modifications. Super quick, handles great, xtras! \$375. (213) 245-2750. (39)

Desert Riders

Brush Busters Motorcycle Club open for membership. Call (213) 443-3534. (39/4x)

250 YAMAHA dirt, extras, \$350.00 or best offer. (213) 773-1420. (39)

Free Full Bore Boots

or Bell Star helmet with purchase of new Carabela or Ossa 125cc or larger. Dirt Bike West, 7139 Canoga Ave., Canoga Park, Ca. (213) 340-6521. (39/2x)

1973 Smuggler Close-Out

Used 1973 rental unit disposal, full equipped, excellent condition, 100% financing, factory warranty. 15-18 foot models below cost. (714) 537-2861. (39)

1972 Ossa 175cc Stiletto

Excellent condition, \$495.00. Make offer. (714) 825-4497. (39)

8-Speed Husky

'70 1/2, 250, Kal-gard, Curnutts, xtras, excellent cond., \$725. (213) 334-2486. (39)

1971 1/2 HUSKY 360 MX. Filtron, Arnaco shocks and Barnett clutch, good condition, \$700.00 firm or make deal for late model DT or RT Yamaha Enduro. (714) 244-2226. (39)

'70 CZ 400, good condition, must sell! \$475. (714) 897-6613. (39)

'73 YAMAHA 250 MX, top condition with many extras. \$800 or best offer. (213) 286-1228. (39)

\$950.00, '72, 400 Husky, 5-Speed

Many extras, ready for MX or desert, fast and reliable. (213) 358-1629. (39)

'73 Yamaha 360 MX

Excellent condition, extras, \$775.00. Eves or weekends (213) 365-4212. (39)

1972 1/2 PENTON, plastic fenders, 30mm Mikuni, Mettco porting, pipe, bars, \$495 FIRM. (714) 825-5747. (39)

Like New, 450 Husky 350 Bul

Best offers, private, Wkdys., home (213) 837-2673, office (213) 277-4556. (39)

Super Fast Sherpa '71'

Late '71 Sherpa, cherry condition, must sell, \$500, complete & rebuilt. Call after 2 p.m. (213) 676-1790. (39)

'69 El Camino

I'm buying a van — the Camino must go. 1,000 miles on total overhaul — new crank, cam, clutch, etc. (\$900 worth), 4-speed, 49,000 total miles. Super sharp. Asking \$1900.00. May take motorcycle in trade! Call Warren (213) 545-8270. (39)

'69 VW Camper

Factory Pop-Top model. Sink, stove, attachable tent. New tires, 64,000 miles. Asking \$1895.00. (213) 545-8270. (39)

CYCLE NEWS

presents stuff designed to grab your greenbacks and otherwise deflate your wallet.



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Allow two to three weeks for our sometimes post office. Send check or money order to:

CYCLE NEWS STUFF P.O. BOX 498, LONG BEACH, CA. 90801

WANT ADS

MOTOCROSS Bultaco, Pettys, ported, perfect 1972 Pursang 250, \$900. (805) 646-7776. (39)

'72 CZ 250

Akronts, Konis, Mikuni, plastic tank & fenders, etc. Also '71 Datsun pickup, must sell. (213) 373-3193. (39)

'72 Monark

am quitting racing. Excellent bike, plastic tank, Pettys, Suzuki pipe, etc. Special tools, spares, everything goes with bike, \$650.00. (213) 986-0141. (39)

'71 1/2 Yamaha AT1-MX

Very fast, too many extras to list. Must ride and see to appreciate, hardly used. Good play bike or race bike. Sacrifice \$300. (714) 535-1928. (39)

1973 PUCH 125 ENDURO-MX, \$475.00. 1972 HODAKA B+, \$275.00. Both sanitary and low mileage and licensed. Both have extras. Phone after 5 p.m. (805) 252-5181. (39/2x)

DKW Hornet, '72 1/2, plastic tank, Konis, ported, trick, \$625.00. (916) 678-2914. (39)

'73, 250 Pursang

2 months old, blue printed motor, fast & reliable, \$800.00. Ask for John, days (213) 289-5301, nite (213) 576-2981. (39)

Extra's Galore!

1971 1/2 E.C. Birt Project Bike, 125cc. Spring front end, 21" Akront. Best buy ever! \$325. (213) 370-3972. (39/2x)

Escrow Closing — Must Sell!

1970 Pursang 250, new bottom end, clutches, etc. Needs top job & minor parts. Lost pink, not hot, No. M401720D, \$125. 1971 Kawasaki 90, 5 speed, street or dirt, not beat, extra clean, \$135. Before 9 p.m. only (213) 762-8050. (39)

'71 1/2 Rickman 125

E.C. transmission, gusseted frame, Barum and more, reliable & clean, \$600. (213) 286-7464. (39)

125 Elsinore, XR75

Broke leg, never raced. Each bike has less than 10 hours of riding time. At 38 it's time to give up. 125, \$695.00. XR75, \$295.00. (714) 962-6934. (39)

'72 1/2, 450 HUSKY W.R., 4 Moto-X races, Curnutts, clean, \$975.00. (805) 482-0677. (39)

Mechanic Wanted:

Experienced two and four stroke. Anaheim dealer, call for appointment. (714) 533-7660. (39)

"73" 1/2 Penton 125 MX

2 months old, excellent condition, Rahm fenders, Bead locks, 13 & 14 sprockets, \$750.00. Must sell. Call after 5:30 (714) 637-4969. (39)

'72 HUSKY CR 250. 2 TANKS, 2 pipes, new Konis, 450 Barum. All plastic plus orig., like new, take a look. You'll buy it. (Mike) (213) 438-6150. \$775.00. (39)

'68 HODAKA, HIGH COMP. HEAD, chamber, new top end, new tires and brakes, Barnett clutch, plastic fenders, looks and runs great, see to appreciate, \$235. (213) 864-2128. (39)

Husqvarna '72, 250 WR

New condition, low mileage. Please don't purchase some junk before looking at this motorcycle, \$875. Torrance area (213) 542-4759. (39)

'72 1/2 Bultaco Pursang 250

Fast, very reliable, many extras included. Must sell now, \$775.00 or best offer. '69 Dodge Van, 185 hp, V-8 auto, \$1950.00. (213) 645-2256. (39)

WANTED — FRONT FORKS. Hodaka — 1972 or newer, can use Super Rat, Wombat, AT2, AT3 or Cerianis No. C4000 — Will pay to \$60.00 depending on condition. (213) 695-4710. (39)

"FACTORY", '72 1/2 CZ, 250, many extras, mint condition, "fast", \$825.00. (213) 479-5674. (39)

Engine
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All models in stock
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Home of Flying Mike Brown
Allied Cycle, Newhall, Ca.

'72 DKW 125

Great for desert, B engine, Moto-plat, ported, front 19, Curnutts, P.P. fender, bars, Filtron. \$575.00 or best offer. (714) 776-8194. (39/2x)

'70 1/2 CZ 360 REBUILT ENGINE and forks, cust. pipe, Diamond, Mikuni, plastic tank, Arancos, Filtron. \$725.00. (213) 820-3186. (39)

'71 HUSQVARNA 400, good condition, \$850. New piston & more. Dave aft. 5 (213) 355-8957. (39)

'71 DKW, CURNUTTS, ARKONTS, Koba shift kit, P. Pettys, Magura controls, two sets of bars, original fenders, extras. Must try to appreciate, \$400. (213) 397-3674. (39)

'72 Penton 125

Akronts, Cross 4 spokes, ported, 32mm Mikuni, P.P. fenders, K&N filter, new top end, fresh trans., very quick. \$575.00 or best offer. (714) 682-4763. (39)

1972 DKW 125

Very clean, hardly ridden, extra parts, \$500. (714) 595-6625. (39)

'72 Penton 125

Konis, Petty fenders, Rickman bars, AMX pipe, clean, fast, reliable, \$575. (213) 943-1230. (39)

'73 MAICO 400 RADIAL. Filtron, Wheelsmith pipe, Tomaselli, new rings, clutch, primary chain and bearings; clean and fast. \$975. (714) 838-9143. (39)

'73 DKW MX. 6 SPEED, E.C. Birt pipe and trans. mod., P.P. fenders, plastic tank and plates. Also stock tank, plates, fenders, Filtron, Betors, \$650. (714) 838-9143. (39)

SL-70, excellent mechanical condition, 1972, never raced, dependable, \$235.00. (714) 749-1286. (39)

1972 HODAKA Super Rat, like new, \$360. (714) 529-1851 evenings. (39)

1972, 125 CZ, Mikunis, D.I.D.'s and more, \$495.00. (213) 397-6489. (39)

Dodge Van — TM125 — DT2-MX

1969 Dodge Van with V-8 & stick, \$1700/offer. 1973 Suzuki TM125, \$575. 1972 Yamaha DT2-MX, \$500. Call (213) 263-1804 or (213) 572-8226 evenings. (39/2x)



'72 Maico 400 Project Bike

Grand Prix Cycle's Maico project bike with nickel-plated frame. Has everything...Konis's, Akronts, Mikuni, Suzuki front brake, Wheelsmith pipe, custom seat, etc. Absolute top condition, \$998.00. (408) 246-7323 ask for Geff or Ned. (39)

Sell/Trade — Racer for Trail

'71 Bultaco Sherpa "S", 125cc, \$400 or will trade for clean, late model Yamaha 125 or 175. (714) 838-5789. (39)

'73 DKW HORNET. Excint. cond., Pettys, Filtron, X4 spokes, 3:50x21 front tire, pipe, 5" Curnutts, frame & swingarm, gussets, \$725.00. Work (213) 884-0699, home (213) 348-0153. (39)

DKW 1971 MX

New top end, never raced, \$450 or best offer. (805) 252-8583. (39)

Must Sell

238cc Kawasaki Greenstreak, bored once, plastic fenders, custom seat, K&N bars, knobbies, \$400. Ask for Jim (714) 838-6195. (39)

1972 HODAKA Rat, excellent condition, extras, \$425. (714) 586-0304. (39)

1973 ELSINORE 125, less than 2 months old, ridden very little, raced never, \$750. (213) 457-7018. (39)

'73, 125 YAMAHA MX, Pettys, peg, bars, pipe, fast, reliable. (213) 333-0303. (39)

Super Dirt Tool

1973 1/2 Yamaha 360 Enduro. Like new, only ridden 312 mi. Chrome moly frame, Webco fork kit, Konis, chamber w/Exdusor, Vesco 3 1/2 gal. tank, Uni levers, Petty fenders, fork brace, much more. Leaving state, must sell, make offer. (714) 748-4309. (39)

\$400.00 Bultaco ?

That's right, '72, 125cc Pursang, good bike, several extras, but MUST sell, \$400.00. (714) 595-4075. (39)

'71 Suzuki TM 400

Purchased 4/72. Curnutt shocks, 2 lb. flywheel, \$500. Excellent condition. (213) 534-2459. (39)

BULTACO ALPINA 250. Mikuni, titanium bars, 600 street miles, 400 trials miles, \$595. BULTACO MATADOR Mk II, Mikuni, \$275. HONDA 160, \$280. (213) 981-9319, keep trying. (39)

Trick Suzuki

'71, 125 Suzuki with Akronts, Pettys, Curnutts, plastic tank, much more. Factory kitted, Uni-levers, fast and reliable. Ask for Bob, Jr. (213) 923-7896. (39)

Eat It

But not on this bike. 1970 Kawasaki 100 G4TR dirt bike only. Great for beginners. Many xtras, best offer. (714) 529-3663. (39)

LATE '73 Yamaha 250 MX, Curnutts, runs, looks like new. Going to college, must sell, \$865.00. (213) 726-8782. (39)

Penton

Guy Louis Motorcycles, 1118 E. Wardlow Rd., Long Beach, CA. 90806. (213) 426-1359. (37/TFN)

Trade

'73 MX, 125 Suzook or '73 SL70 for Yammie Mini MX. '70 Honda 750 for Maico or CZ 250 to 400. (805) 724-2541. (39)

Super Maico

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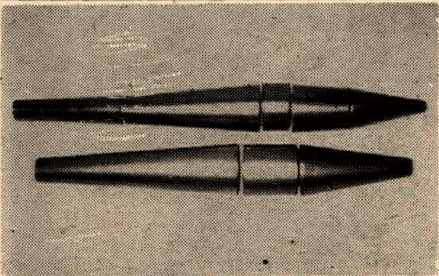
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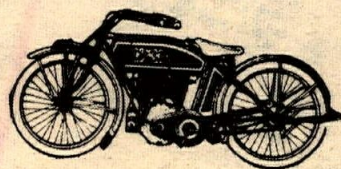
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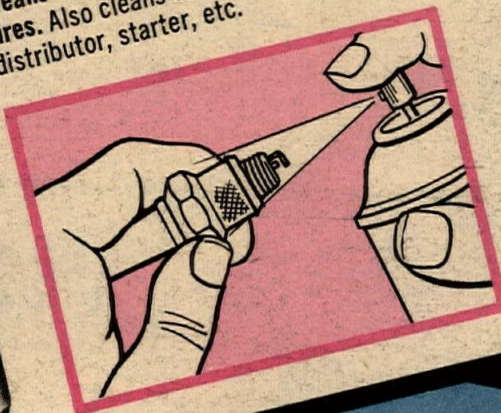
ADVERTISER INDEX

AMC 48, 49, 50
Action Cycle WA
Action Supply 35
Allied Cycle WA
Alport 10
AME 48
American MX 11
Ancra Corp. 27
Al Anders Bultaco WA
American Honda .28 & 29
Ascot Park 50
Ashland Chemical 56
Atlanta MC
Institute 16
Gary Bang WA
Bassani Mtg. 20
Bay Area Bultaco 32
Bert's Motorcycle 4
The Bike Shop 32
Blendzall 31
The Bolt King 32
Bultaco American 21
Burak-Bye Prod. 27
C & M Specialties 20
CMC 27
CRC 48 & 49
Cal-Mini Pro Res
Calf. Cycle Center 21
Carabela MC Corp. 8
Carroll Shelby Ent. 27
Champion Frames 24
Collins & Son 20
Competition Cycle 8
Competition Srv., Inc. 26
Cooper Motors 30
Crowell Cycle WA
The Cycle House 8
Cycle News
Subscription Info. 38
Cycle Parts 30
D & R Cycle 16
D & S MC Carriers 30
Darkhorse Kolor 16
Jim Davis 16
DRA 49 & 50
Dirt Diggers MC 48
Downen's Cycle Center .25
Ted Evans MC 25
Fishburn Machine WA
Floyd Burk MC 30
Gannoss Eng. 16
Glendale Yamaha Res
Grand Prix Cycle 34
Guy Louis MC WA
HRL Lubricants 16
Harvest Motor Homes 22
Hercules Dist. 24
Hooker Headers 24
Jim Hunter MC
Repair WA
Husky MX School 21
Husqvarna Motor
Corp. 14
I.C.R.A. 35
Indian Dunes 49
Inter Trend 11
Irwindale Rcw. 48
John's Racing Cycles 25
K & N Eng. 11

Kawasaki 18 & 19
Klocker Sales 24
& Service 24
Klotz Special Formula
Products 10
Knobby Shop Int'l. Res
Marv Bigman 35
Melody Mufflers Res
Mid-Valley Cycles 24
Mission Hills 20
Motorcycle 360 24
Motorcycle Spec. Res
NRA 49
Nick Nicholson Motors .17
Norco Little League 48
Norm Reeves Honda 17
North American Imports30
Norton Villiers Corp. Res
Grange Bowl of MX 48
Orange County Cycle
West WA
Othman Dist. 16
Otto's Cycle Res
PMC Products 25
Pacific MX Assoc. 48
Pennzoil 9
Penton Imports 2
Penton West Inc. 11
Pomona Valley Desert
Riders 48
Precision Cycle WA
Premier Yamaha 11
Progressive Prod. 16
Racer Prod. 26
Remco Vans WA
Revell 2-Stroke 34
Sammy Tanner Dist. 17
Schwerma Prod., Inc. 24
Scoot Co. 10
Scuderia WA
Selby Motors 20
Select Van 26
Smuggler Trailers 11
South Bay MC 35
SRA 48
Steve's Bultaco WA
Steve's Cycle Supply 24
Suzuki Fun Center 26
T & O Yamaha 31
Target Prod. 16
Temple City
Kawasaki WA
Tiger Dist. 25
Torsten Hallman Racing,
Inc. 26
Town & Cntry. Cycle .WA
Trophy Cycle 20
Valerian's 10
Bill Walters
Leathers 26
Webco Inc. 8
Westminster Sportcycle .25
Wheel Clinic 24
Wheels For Fun 16
Wheelsmith Eng. 25
Whittier Honda 24
Yamaha of Corona 25
Yamaha of El Monte WA
Yamaha of Fontana 21

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